

outlet of the Mediterranean also in the British Channel; and let us extend the United Kingdom across Europe, and imagine its eastern limit to be Constantinople; let us also conceive gold-mines, as well as unlimited deposits of coal and iron, at the two extremities of such a vast empire, and we can form some idea of the geographical and mineral advantages of the Dominion of Canada, which has a Britain at its eastern and western outlets, between them unlimited prairies that will yet rival the wheat-growing provinces of Russia, and vast virgin forests of timber that are almost inexhaustible; combine with all these advantages fisheries on the Atlantic and Pacific coasts that make the harvests of the sea almost as rich as those of the land, and we may form some conjecture as to the great future that awaits such a country.

If this view is correct, it is surely deserving of the attention, not only of European capitalists, but also of British statesmen. Already the foolish policy of dismemberment is loosening the ties that bind the empire together. When we give up half of North America, we shall be resigning not only a Britain on the Pacific, but also a country on the Atlantic that far surpasses the Mother Country in mineral resources, and in geographical facilities for commercial pre-eminence. This is no idle dream, but a matter of fact which can be demonstrated in a few words by a reference to the map of the New World. We find the Eastern extremity of the Dominion of Canada projecting far out into the Atlantic, near the two great highways of Western commerce, one of which, from the Atlantic seaboard of the United States, passes near the Southern coast of Nova Scotia, while the boundless wealth of the West is gradually finding an outlet in the Gulf of St. Lawrence, which washes the Northern shores of that province. The completion of the Intercolonial, and the European and North American railways makes Nova Scotia the eastern outlet of the Continent, and Halifax will ere long become the port of embarkation for Europe, and the point of transshipment, especially for ocean lines of foreign steamships. Why they have not already turned the coal deposits of that