

and encouraging employment to our youth. If Union then will give us all this, will start us as it were in the path of progress and prosperity, does it not seem the height of madness or of the most criminal folly, to be throwing obstructions in its way? The statements made are, every one of them, based upon the logic of facts, and justified and fortified by all past experience. Before the Union, Scotland was sufficiently poor, though she possessed then all the material resources she has now. The progress she has made, and the wealth she has accumulated around her coal regions, read more like a romance than a plain matter of fact. The same may be said of the North of England, and of the coal producing portion of the little kingdom of Wales. And it must be evident to every reasonable and reflecting man, that if a policy of isolation had obtained in these places, their position to-day would have been even more backward, than that of any of these Provinces.

THE CASE OF BELGIUM.

But if we wish to see most clearly what have been the advantages of combination of interests and action in a coal-producing State, this will be made most apparent by taking a country, in point of area, not greatly exceeding our own. In 1834, Belgium was without a railway system, and was dependant for intercommunication upon the old-fashioned resources. The Government initiated a system of railways, which, within twenty years, formed a net-work stretching altogether to nearly one thousand miles. Let the result be marked. In 1835, the whole value of her exports and imports was £10,760,000 sterling. In 1845, it had risen to £27,000,000; in 1855, to £47,760,000; in 1860, to £72,126,000; and in 1864, to £97,280,000. This immense trade, therefore, which still continues to expand, Belgium owes to the fact that she is a coal-producing country, and that she now possesses railway communication with the most important points on the Continent of Europe. Within less than thirty years, a country scarcely larger than Nova Scotia, and with a population not greater than that of the British Provinces, has increased its trade tenfold, by adopting and carrying out that very policy which the Union party in this Province have just brought to a successful termination. Here, then, is a country, which, within less than a generation, has by means of its railway