

the carriage to foreign markets of their principal natural products, of the mine, of the fisheries and of the forest — has always given a great stimulus to the construction of vessels of all sizes, from the full rigged ship which sails round the world, to the little schooner which plies about the coast. The maritime section of Canada possesses harbours not surpassed in depth and security by those of any other country in the world. The St. Lawrence connects the rich country surrounding the Western Lakes with the ports of Montreal and Quebec. Under these circumstances Canada has been forced to build a large commercial marine for the purposes of her domestic and foreign commerce. The lakes and rivers of the upper provinces maintain a considerable fleet of steamers and other craft, necessary for the prosecution of her inland trade, while the large ships of Halifax, St. John, Yarmouth and other ports on the sea board carry her exports to all parts of the world. Canada now owns a fleet of between six and seven thousand vessels, with an aggregate tonnage of over a million and a quarter of tons, valued at over six million pounds sterling. As a maritime power the Dominion already ranks above France, Italy and Germany, and is exceeded in tonnage only by England, the United States and Norway. The United States with fifty five million people or more, own only one million more tons than the Dominion of Canada with one eleventh of the population.

The forests of Canada annually produce some two hundred million cubic feet of timber of all kinds, of which one half consists of white pine; but in the old provinces this source of wealth must greatly diminish in value a few years hence. The pine woods of the Ottawa and the St. Maurice country are rapidly disappearing before the axe of the lumberman and the fires of the careless settler or hunter, and the time must come when the principal timber supply of the Dominion will be found on the hillsides of British Columbia. But while the forests are decreasing in value, the agricultural industry of the whole of Canada continues to be developed every year on a greater scale. In the older provinces there is relatively a small area of fertile land now open to settlement except in the province of Ontario where new lines of railway have given easy access to large tracts which offer considerable attraction to industrious immigrants. In every province, however, there is room for the settlement of a class of people, with a little means of their own to enable them to buy cultivated lands which are always in the market for from four to six pounds an acre according to the location. All the provinces, but especially Ontario, grow