

cant during the past few years. In 1851 there were only some 8,000,000 acres of land under cultivation, whereas the census of 1870 shows the total acreage occupied then in Canada was some 36,000,000, of which nearly two-thirds was improved. By 1851 the population that now filled the country raised some 16,000,000 bushels of wheat, a production not largely exceeded in subsequent years, as the aggregate yield does not now go beyond 25,000,000 bushels. But from 1851 the people began to turn their attention to other crops, so that the oat crop of 25,000,000 bushels in 1851 rose to 50,000,000 in 1871; potatoes from 15,000,000 bushels to 50,000,000; and barley from 1,500,000 bushels to 12,000,000. The yield of wheat per acre in Ontario is, as a rule, in excess of that of most States of the American Union; and it is said that in the North-West forty bushels is not an unusual return per acre on the rich alluvial lands whose power of production is certainly remarkable.

The revenue, which did not exceed a million of dollars in 1840, rose to \$13,000,000 in 1864, and is now some \$22,000,000, whilst each Province has a local revenue of its own to meet provincial wants, and a large sum is also annually raised in all the municipal divisions for local purposes. The debt of the country has also equally increased; but this debt, large as it is in the aggregate, instead of representing war and famine, illustrates the energy of enterprise of the people in providing canals, railways and other public works absolutely necessary to the development of the Dominion, and assuming in many cases Imperial importance.

In 1851, the total value of the trade of Canada was not in excess of \$60,000,000; but, with the construction of canals and railways, the stimulus that was given by the constant influx of population and capital, the trade, in the course of the next twenty years,

assumed magnificent proportions. In 1868-9, the total trade of imports and exports was valued at over \$130,000,000, and in 1873 it went beyond \$200,000,000; and then Canadian commerce began to recede before that wave of commercial depression which spread over the whole of this continent, until in 1878, the value of the imports and exports in the aggregate did not exceed \$172,000,000. Perhaps no statistics more clearly illustrate the material progress of Canada than those which are devoted to the development of her shipping industry, and her railway system. It is the pride of Canada that the people of her Maritime Provinces have that love for the sea which is the natural heritage of the men of the North. The little Province of Nova Scotia owns more shipping in proportion to her population of some 400,000 souls than any other country in the world; and her ships are to be seen in every port to which commerce wings its flight. In 1806 all British North America only owned a total tonnage of 71,943; in 1879, she possesses some 1,350,000 tons register, representing some 7,470 vessels, valued at \$40,000,000, and entitling her to rank with Norway as a mercantile power, after England and the United States. The value of the ships sold last year was over a million of dollars, but a small sum, however, compared with some years ago, when there was a greater demand for wooden ships. The tonnage engaged, inwards and outwards, between Canada and foreign ports, reached 12,054,890 tons, and adding the tonnage employed in the coasting trade, we have a total of 23,100,000 tons required for the trade of Canada—an aggregate only surpassed by the British Isles and the United States.

The era of railway construction in Canada dates from 1850. In 1847 there were only some 40 miles in operation, whilst in 1867, they had been lengthened to 2,253. At the present time there are some 7,000 miles of rails