

neighbouring islands, there must be two distinct fields of operation. On the Pacific side we must be prepared to lose our possessions for a time if at war with the Republic, because in population, wealth, and the ready command of means of transportation the great state of California is far in advance of the Province of British Columbia, and besides, when the railroads, of which three are projected and one amply provided for by Congress is now under contract, are completed, troops can be thrown in from the southern and western states to strengthen and support California. There are two modes by which matters may be balanced on the Pacific side. If prepared to act promptly, we may take St. Francisco early in the war by employing a portion of our Indian army; or at all events we may, by reinforcements from our Eastern possessions and by naval preponderance upon the seaboard, be able to protect our own Province, destroy the Panama railroad and that across the continent, if it be finished, clear the American whalers out of the Pacific, and generally so harass and cut up American commerce all round the coast from California to the Rio Grande as to make war an intolerable infliction, whatever successes may have been achieved by the land forces of the enemy on the Canadian frontier.

On this broad field of operations Canada can give no assistance either to Great Britain or to the Province of Columbia. She has no railroads by which to send a man across the continent, nor a soldier to spare if she had; she has but 5,958 sailors and fishermen, less than she would require to block the St. Lawrence and make any show of naval force upon the lakes. If she had a telegraph to the Pacific it would be cut every hour of the day, passing, as it must, through a wilderness with no formed settlements to protect it, or, what would be worse, camp wires and local batteries, easily connected in 20 places, would enable the enemy to copy every message that might be sent. Sealed up by ice or by the enemy on all sides, it is quite apparent that Canada could count for no more, as an auxiliary in naval or military operations on the Pacific side of the Empire, than the buoy at the Nore, and it must be quite as clear that if the naval and military officers entrusted with the protection of our possessions on the Pacific were obliged to report to and receive orders from Ottawa, all our secrets would be known to the enemy; that the unity of command would be broken up, and our officers perpetually mystified and perplexed.

Even on this distant field of operations the Maritime Provinces would not be quite so powerless. As early as 1812-15, the privateers of Nova Scotia dashed with great spirit into the war which impeded their natural commerce and rendered the fishing grounds unsafe. Those fitted out from Halifax and Liverpool, in that Province, cut up the enemy's commerce and fought some gallant actions, even in those days. The Westphalls both Nova Scotians and now both admirals, were among the most gallant officers employed on the enemy's seaboard. Wallace, lieutenant of the Shannon, another Nova Scotian, broke his captain being wounded, brought the Chesapeake into Halifax, amidst the cheers of the loyal population, among whom his boyhood had been passed. These things were done in the green tree, but marvellously has this seedling from the good old British stock illustrated the depth of its roots and the vitality of its sap since then. It has sent Welsford and Parker to die before Sebastopol, Williams to defend Kars, and Inglis to defend Lucknow, in wars with which, strictly speaking, its people had nothing to do, and it has, in half a century, developed maritime capabilities which challenge from every thoughtful man "special wonder." A century ago the whole mercantile marine of Scotland included but 32,818 tons, less than the twelfth part of the tonnage which her vigorous young namesake owns now. A few years ago Nova Scotia owned more tonnage than all Ireland with her six millions of people, and was beaten by but four or five States of the Great Republic. She is now far in advance of many of the Powers of Europe. In a memorial, recently presented by the shipowners of the United States to Congress, we find it stated that there are more ships now being built in the Province of Nova Scotia, than in the entire Union. They give the reason, that construction is checked along their seaboard by high protective duties, while it is stimulated in Nova Scotia by low tariffs and a liberal commercial system. We may be sure that every effort will be made, as their debt is reduced to revive this branch of industry; and it is for Her Majesty's Government to consider, whether in view of these reductions our enterprise and industry should be cramped by imposing upon us the high protective system of Canada. Nova Scotia has now 20,000 fisherman and sailors, commanded by men who are familiar with the navigation of every sea. These hardy seamen turning their 1,000 ton ships into privateers, would make even the Pacific and the China and Indian coasts unsafe for the vessels of any power with which Great Britain might be at war, and could materially aid her in those distant regions to which Canada could neither send a ship nor a man. New Brunswick owns some fine ships, and could operate on this

Spain.  
Austria.  
Sweden.  
Greece.  
Russia.  
Denmark.  
Belgium.