

"Thus, while the anthracite importation has increased three and a half times, that of NOVA SCOTIA. the foreign and the American bituminous coal has been almost stationary."

How stands New Brunswick? She has hitherto advanced, from the returns of her timber trade and ship-building. Both of these have become unproductive. She has flourished hitherto by protection. Her forests have been exhausted of their best timber, and that which she sends to Britain has to meet competition with the produce of the Baltic upon more equal terms. Upon the Saint John the timber comes down from the Aristook, and is cut on that disputed territory, which the late Treaty transferred to the United States. The great fire of 1824 cut off the supply for twenty years of the eastern side of that fine province. Superior timber can now only be got far north from the Restigouche and its tributaries. Upon the Saint John, and from Shediac to the north branch of the Miramichi, their trade must for the future be confined chiefly to deals and timber. Their command of logs is boundless, but their best, we may say their only market, the United States, is shut from them by a tariff of 20 to 30 per cent. The depression in New Brunswick during the last year is alarming. Trade in St. John has been at a stand. Bankruptcies have been numerous. In Miramichi the value of real estate is nominal; while there in June last, property was pointed out to me which cost 1100% and had been sold for 300%. Young men of enterprise and steady habits are moving off. New Brunswick has a crisis to pass through. She must wait till the habits of her population have changed, and her fruitful soil is more widely cultivated. Singular, with the prolific Bay of Chaleurs to the north, and its waters fairly alive with shoals of superior fish, there is but one solitary fishing establishment on the New Brunswick side, and that belongs to a house in Jersey! The export of fish there is confined to the salmon which enter her noble rivers. She wants also physical development, employment for her industry, markets for her products; hence the anxiety expressed there for free trade with States that deal in lumber, and for the building of railroads from St. Andrew's to Woodstock, from St. John to Shediac, from Westmorland to Cumberland.

But in Canada the discontent which prevails with their present prospects in Montreal and at Quebec, is even more conspicuous than in the Lower Provinces. The Atlantic States have opened the war of commercial rivalry with the two great cities whose ambition it has been to centralize the trade of Canada and the far West. It has been lately proposed to give a bounty equal to one-third of the duty imposed on all goods imported by the route of the St. Lawrence. The Legislature has favoured this policy, and has incurred heavy responsibilities and a debt of two millions and a half to improve the navigation of the St. Lawrence, and to permit the descent of deep-laden boats from Chicago to Quebec. These facilities have been opened. Boats, carrying 3000 to 4000 barrels, have this season prosecuted this wonderful voyage, but their rivals have not been asleep. The supply of groceries and West India produce, till lately engrossed by the merchants in Canada, has been transferred to Troy and Albany. Foreign goods are permitted to be entered at American ports, and to pass by their canals and railways to Canada, duty free. New lines of railroad are laying—no less than seven, to tap the waters of the Canadian lakes and the St. Lawrence at different points, and to arrest the produce of the West in its downward voyage. Choice timber can now only be got at a long distance from the St. Lawrence. Logs and deals are abundant. Protection has been removed there as in New Brunswick. Canada has suffered this year largely in its revenue. One-fifth of the city of Montreal is said to be empty; 12,000 to 15,000 of the population have moved off. The people of Canada want free trade: they want a canal from La Prairie to St. John, to float their timber from the St. Lawrence unto Lake Champlain, and thus to find a market at Whitehall, Albany, and New York; they want a free interchange of their respective products; they want the tariff reduced. A Bill was before Congress last session, and two of the members of the Executive Government were at Washington in June last to press its passage and arrange the basis of future reciprocity. They wish the navigation laws of the empire to be modified, so that the flags of all nations may float under the citadel of Quebec and at Montreal, and the western produce, which the descending current of the lakes and their costly canals bring down, may be carried at the lowest freights into the markets of the world; and while Montreal seeks to connect herself with the Atlantic by her railroad to Portland, Quebec and the lower towns on the south side of the St. Lawrence seek their outlet in peace and war, and a new development of the fertile forest lands lying between the River du Loup and the Bay of Chaleurs, by having this great national undertaking begun and finished.

It would lead to tedious discussion, and be esteemed entirely out of place to inquire why it is that there is such a contrast between the colonies of British North America and the neighbouring republic; why it is that the line of demarkation is so strongly marked; and the glowing comparisons between the one and the other, so vigorously and eloquently sketched in Lord Durham's Report, must be admitted to be true.

Whatever may have been the past policy and the vices of the former system, new principles have been acknowledged; and if we are retarded for the future in the measures which enrich, elevate, and a people, the fault will be here—we have now constitutional freedom and are responsible to ourselves.

But the retarding influences in these colonies have certainly been disastrous. Let us contrast, for example, the State of Maine and the Province of New Brunswick. Until the late settlement of the boundary dispute, Maine had an extent of territory equal only to about two-fifths of that of New Brunswick; she had a long rocky front upon the sea on