

“ only being surpassed by Liverpool, London, and Glasgow
 “ —and owns more sea-going vessels than New York or Philadelphia—a pretty good exhibit for 50,000 people.” Or, take again the fisheries ; for the calendar year 1873 the fish product of the three maritime provinces reached a total of \$9,060,000. This product is nearly doubled by the fishery of the United States in English waters. In minerals, the provinces of Nova Scotia and New Brunswick are peculiarly rich, with the great advantage of proximity to the world’s commerce: Coal, iron, gold, and stone already give a considerable yield. There is no doubt that both provinces have iron of the very best quality in as favourable proximity to vast coal measures as it is in Great Britain. Nearly 1,000 miles of railway are already in operation, and 545 more are in course of construction. If you glance at the map you will observe that Nova Scotia constitutes a peninsula, connected by the Isthmus of Chignecto with the province of New Brunswick, and that, consequently, the communication of the River and Gulf of the St. Lawrence with the Bay of Fundy and the Atlantic ports of the United States, can only be established either by going round Cape Breton, or by sailing through the Strait of Canso. It is intended to connect the Gulf of the St. Lawrence with the Bay of Fundy by a canal at Baieverte, which will save between the upper parts of the St. Lawrence and New York more than 300 miles of navigation, to Boston and Portland 400 miles, and to St. John at least 500 miles.

In the mouth of the Gulf lies Newfoundland, having a supremacy of position, and containing within itself undeveloped sources of riches and national strength, which might well stay our inquiry for this whole evening, were we not bound to hasten on to vaster areas and more wonderful storehouses of nature. Twelve hundred miles round, the whole coast swarming