

The levee was held in the hall of the Legislative Council, which was handsomely decorated with green boughs and flowers wreathed round the Ionic pillars supporting the galleries. On a transparency was this distich:

"Thy grandsire's name distinguishes this Isle
We love thy mother's sway and court her smile."

The officers of the French frigate, twenty in number, attended the levee; and the Commodore dined with H. R. H.

The ball took place in the hall of the Legislative Assembly, which was also adorned with foliage, Chinese lanterns, and transparencies.

The Prince left the island on the eleventh, and the whole fleet sailed for Lower Canada.

VIII.

COLLECTIVE IMPORTANCE OF THE LOWER PROVINCES.

There is no doubt that this vast portion of Her Majesty's dominions will derive great benefit from its present condition and available resources having actually been surveyed by the Her appanage to the Crown of England, and several leading statesmen. Having followed the Prince through what may be called the maritime portion of British North America, our readers will perhaps like to take a general view of its financial, agricultural and commercial importance, and to compare it with that of our own Province. Sooner or later we shall have to deal with the Lower Colonies either as portions of a confederation which will embrace our own territory, or as a powerful State having the command of our outlet to the sea, and placed in a position to control our intercourse with Europe. Evidently, the small governments under which those provinces are respectively placed, if they do not with us, will at some future day confederate between themselves. A little forethought will show that this result might by no means be desirable.

Beginning with Newfoundland. Although the aspect of its coast, and the fact that the energies of its population are almost all absorbed in the trade of the fisheries, might suggest the idea of a barren and inhospitable country, yet its agricultural resources are far from being unimportant. Nearly one third of its surface, the area of which is equal to that of Ireland, is covered with lakes and rivers; there is, however, at least 26,000 square miles of land, and supposing even one half of it to be unavailable for agricultural purposes, still the remainder could support a very large population. The climate, though severe, is healthy; winter is later than in Canada; the summer is short and warm; and the longevity of the inhabitants is remarkable. The value of the agricultural produce, chiefly green crops, is estimated at \$12,000. Potatoes, garden vegetables and fruit grow in abundance. Of the whole land only 300,000 acres are settled, of which little more than one third is under cultivation. Minerals, such as coal, gypsum, copper, silver, iron and lead are said to be abundant. The Telegraph Company work a valuable mine of the latter metal. (1)

But the main source of prosperity in that colony will be, for an almost unlimited period of time, its inexhaustible fisheries, comprising all the treasures of the deep, from the whale and the porpoise to the cod, the herring, the mackerel and the capelan. The vast territory of Labrador, with a sea coast over one hundred miles in length, sends most of its exports through Newfoundland, and on this account, a large proportion is to be deducted from the figures given as belonging to that Province. The population of this territory, equal in area to France, Spain and Germany, is frequented in summer by more than 20,000 persons, Scotch, Irish, Americans, French (from France), French-Canadians and French-Acadians, all engaged in the fisheries, or in the fur trade with the Indians. Its resident population, chiefly composed of Indians, Scotch and Acadians, does not exceed 9,000.

The exports from this territory are estimated at not less than four millions of dollars.

The total exports of Newfoundland for 1857, were 8,250,000, consisting chiefly of fish, oil and furs. Its imports were 7,100,000. The seal fisheries, which are carried on in the spring among the icebergs, give occupation to more than ten thousand men, and four hundred schooners and other small craft. It is

estimated that more than ten thousand small vessels and boats, manned by 35 or 40,000 men, are constantly employed on the coasts and banks of Newfoundland in the cod, herring and mackerel fisheries. The revenue of the colony averages half a million of dollars and the expenditure about the same amount.

The products of the soil enter for a large share in the elements of the prosperity of Nova Scotia. This province, including the island of Cape Breton, contains twelve million acres of land, of which about five million are settled and more than a million are under cultivation. Nova Scotia has reclaimed by dykes forty thousand acres of land, which is of inexhaustible fertility.

Though lying in the same latitude as Canada, Nova Scotia and Cape Breton have a climate somewhat milder and more equable; which is due to their insular position and to the influence of the stream from the gulf of Mexico. Wheat and barley are more successfully cultivated than in fourteen of the States and Territories of the neighboring republic; and in the production of oats, buckwheat, potatoes, hay, and butter, Nova Scotia exceeds them all. The produce of the forest is considerable; timber forms a good proportion of the exports, and shipbuilding is carried on very extensively. Both the peninsula of Nova Scotia and the island of Cape Breton are noted for their mineral wealth. Coal, iron, gypsum, and manganese are abundant. About 150,000 chaldrons of coal are obtained annually. In Nova Scotia the fisheries are prosecuted with great success, and with still greater in Cape Breton. The value of exports in fish and oil amounts to more than three millions of dollars annually. The total amount of exports as registered, averages below seven and eight millions of dollars; but many articles, such as vessels built in the colony and sold out of it, are not comprised in that figure. The amount of imports averages between eight and nine millions. The revenue is about two thirds of a million, and the expenditure reaches the same amount. According to Judge Haliburton, Nova Scotia owns about three thousand vessels, representing a tonnage of two hundred thousand tons. There are forty three ports of entry. That of Halifax alone is visited annually by over a thousand vessels of all sizes, and belonging to all nations. According to sound policy, says Mr. Taché, it ought to be from its natural position, the winter seaport of the whole of British North America.

New Brunswick has valuable fisheries and valuable mines; but the felling of the native forest, together with the cultivation of the land, and the shipbuilding trade, are its chief resources. Out of about eighteen million acres, nearly seven millions had been sold by the Crown previous to 1857; of the eleven millions remaining seven millions and a-half were reported as fit for cultivation. Only 800,000 were under cultivation. (1) The Commissioners appointed by the Imperial government to explore the route for a railway from Halifax to Quebec, say in their report: "Of the climate, soil and capabilities of New Brunswick, it is impossible to speak too highly. There is not a country in the world so beautifully wooded and watered." A better idea of its fitness for agriculture will be formed from the fact that it exceeds, in the production of wheat, fourteen of the wheat growing States of the Union; and most, if not all, of the States and Territories for other products.

The value of agricultural produce, exclusive of farm stock, was estimated, in 1854, at eight millions, and may now be very near nine million of dollars annually. The forests are as rich as the richest of our own country; timber of every description is floated down the rivers. That which found its way down the St John, in 1852, was nearly equal in value to two millions of dollars. The fisheries realize between 175 and 225 thousand dollars annually by exportation alone, besides affording a very important article of food to the population. Coal, iron, manganese, plumbago, lead, copper and gypsum are found in large quantities, and mines are worked to great advantage. The local manufactures of various kinds are also on the increase, and the water-powers of its many noble rivers will, no doubt, make of New Brunswick, at some future day a great manufacturing as well as agricultural country. In the branches of industry prosecuted by its inhabitants, shipbuilding is foremost. It is the great trade of that colony. During a period of eight years ending in 1855, from 566 to 827 vessels representing a tonnage of from 110 to 122,000 tons, were built annually. The vessels built in 1854 were valued at nearly eight hundred thousand pounds sterling. The imports average seven million dollars annually, and the exports, exclusive of ships sold out of the colony, about the same amount. The public revenue averages

(1) In addition to the works already mentioned we are indebted for much of the above information to Mr. Taché's book "*Des Provinces de l'Amérique du Nord et d'une union fédérale*," Quebec 1858 and to "*Nova Britannia*," a lecture by A. Morris, A. M., Montreal, 1858.

(1) A Hand-Book of information for Emigrants to New Brunswick, by H. M. Perley, Esq. London 1857.