

cultural Association of the State of New York, and likewise in Montreal. Having had the pleasure of hearing it in the latter city, I make the following remarks on it from memory; that the export trade of linen from Britain amounts to more than Six Millions Sterling, that Great Britain imports more than 125,000 tons beyond her own production, that the article is worth from £50 to £70 a ton—that in his opinion the soil and climate of this country are well calculated for its production—that it is not an exhausting crop—that the ripening of it for seed will injure the quality of the fibre—that it should be sown in the fall instead of the spring—that the seed should be imported from Riga, and sown on well prepared ground, two bushels to the acre. It will produce four thousand pounds to the acre of the raw material before rotting, which will yield more than 15 per cent of flax for exportation, and at the same time 20 bushels of Seed. And by recent improvements in Mechanics it can be rotted in twelve hours by the application of hot water, and will furnish about one seventh of the gross amount of nutritious liquid for fattening cattle. Professor Wilson has kindly presented the Association with a copy of his Lecture on Flax, published by Saxton, of New York, which I hope will soon be published in the *Canadian Agriculturist*.

Notwithstanding, however, these favorable circumstances, we shall always be dependent on foreign markets until we establish manufactures for ourselves, and a home market to a very considerable extent for the production of the soils, when we shall have from our mines, our fisheries, and our manufactures, a large surplus to export, instead of being confined only to the produce of our forests and our fields.

When we look at our relative position on the globe, and consider that British America in point of extent, covers over half of North America, Greenland and Russian America excepted, that the extreme points of territory extend from N. Lat. 42° to the Frozen Ocean and from W. Longitude 53° to 140°. When we consider that we possess within our limits the best land for wheat growing in America, that we have fisheries second to none, both on the sea coasts and our own immense inland seas; that iron, coal, copper, lead, zinc and even gold, are found in greater or less quantities, that our pine timber will be inexhaustible; our canals, now the largest in the world, and when two sections shall be completed, that from the St. Lawrence to Lake Champlain, and that from Lake Huron to Lake Superior around the Sault Ste. Marie, we shall possess an inland water communication that cannot be excelled in the world; and the increase which must arise to our steam communication which has just been established between Montreal, Quebec, and Liverpool, and must also soon be established from Halifax to the western coast of Ireland as the winter communication in connexion with our railroads, which should make her the highway from Great Britain and Continental Europe to the Western States, which by a correct and liberal policy would soon induce the United States, to ask us for reciprocity. These will develop the resources of the country to an extent of which we cannot at present form an adequate idea.

In this splendid section of Canada that now lies before us, there is indeed some competition, but let any stranger from the old world visit this country, and he will soon feel satisfied, that owing to the peculiar advantages which this peninsula enjoys, in being the direct thoroughfare from the Eastern to the Western States, and that even with the competition of the two great lines, the Grand Trunk reaching from Halifax and Portland throughout Lower and Upper Canada across the State of Michigan, thence onward to the Mississippi; and that of the Great Western, which connects by a much shorter route the American lines.

I think there will soon be ample business for both lines, and that even double tracks will be required to do the business of this immense section of the country, and for the preservation of human life.

I hope I may be pardoned for digressing from the subject of Agriculture to that of internal improvements generally.

However much may be said in behalf of every section of the Province, I hope it may not be deemed irrelevant to make some observations in reference to the Ottawa or Northern part of Canada.

It is now many years since the speaker first suggested the propriety of constructing a railroad from Halifax to Montreal, up the Ottawa by town, thence to the north shore of lakes Huron and Superior, onward to the Red River Colony, crossing the Rocky Mountains at what is known to many as the North Pass, and thence extending to the Pacific Ocean through British territory. This subject I have urged upon the notice of the Imperial and Provincial Governments; as well as upon that of several illustrious individuals in Britain. The events which have recently occurred, and have for many years been in a state of progression, must convince every enlightened man of the absolute and immediate necessity of such a connection, to secure to Great Britain a certain and speedy communication between her Eastern and Western Empires; and the route from Halifax by the Ottawa to Lake Superior, would form one half of that grand line, and open up a direct access to the rich mines bordering on the great lakes, at all seasons of the year.

The immense prairies in British America can accommodate millions of emigrants from the British Isles and the continent of Europe, with comfortable homes. This main line of railway through British America, connecting with the Grand Trunk line at the great bridge at Montreal would secure an immense amount of business to that line, and must insure its success in addition to the trade it must command from the country through which it passes.

Our lumber trade, in addition to furnishing us with one of the two great articles of export of this country, is at the same time doing for us to a considerable extent, what the French Fisheries and the small Islands of Miquillon and St. Pierre, situated in the Gulf of the St. Lawrence, are doing for France, and upon which the French Government place an immense value, as furnishing hardy seamen for their navy, as well as fish for their people. The lumber trade can furnish as