

country by opening at St. John an Exhibition of Provincial Industry; and the N. boundary of the Province was settled. In this year a new census showed the population to be 194,000. A cotemporary census in Nova Scotia showed the population of that Province (including Cape Breton) to be 320,000. Now, in 1834* the population of the Provinces was nearly equal. So that in the intervening seventeen years Nova Scotia must have been progressing at a much more rapid rate than this Province; which is a fact not very consoling to the New Brunswicker, and a problem for the political economist. In 1853 the European and North American Railway commenced operations at St. John, and the fact was celebrated by a grand demonstration, which showed the popular elation at such an event. From this time till 1855 the shipping and timber trades received an impetus from the increased demands caused by the gold discoveries of Australia and California, which filled every mind with hope and elation, but this since '55 has been suffering a sad relapse from the commercial crisis which culminated in '57. In 1854 the cholera visited the Province for the second time, and was much more destructive than on the former occasion. It is estimated to have carried off in St. John, Fredericton and Woodstock, 2000 persons. In the same year the Reciprocity Treaty between the British possessions and the United States was concluded. In this, as in most commercial treaties between the two governments, the results have shown that though Britain's interests may have been benefited, the colonies have had the worst of the bargain. That England, however, has not intended her colonies should suffer by legislation in which her own more gigantic interests have naturally claimed the first consideration, is proved by the late visit of the Prince of Wales to British North America—an event which will do much to strengthen the already strong ties between Britain and her transatlantic children. It has been the good fortune of the colony to witness also in this year the completion of the railway line from St. John to the Gulf Coast at Point DuChene. That a review of the chronicles of the colony is not wholly pleasant is not to be wondered at: the prevailing sentiment may well indeed be self gratulation that so much has been done, and with an energetic and determined community, the future rate of progress must, without doubt, be accelerated. If New Brunswick has yet much to do, she has truly much to hope for.

CHAPTER VII.

HISTORY OF NOVA SCOTIA SINCE 1784.

59. Want of space will prevent our giving this part of our subject as detailed a treatment as we could wish, but we trust that nothing essential will be omitted. The regular list of the British Governors

* The table in Alison's History of Europe iv., p. 449, (Harper's Edition), is evidently incorrect.