

that the commerce of two oceans will pay it tribute, and it is evident that there are all the possible conditions for securing a vast, paying traffic.

Canada's triumph upon the construction and completion of this great Railway may well be understood, and the pride of her people in the achievement of this great undertaking will be approved of by every loyal son of Britain who has marked the rapid growth and development of the young Dominion, Britain's great colony in America.

THE GREAT FISHING INDUSTRY.

The great fishing industry of Canada is second only in importance to that of Agriculture.

Our exports of fish, and fish products, are equivalent to about one-tenth of the value of the total exports of the Dominion. In this great industry the inhabitants of the Eastern provinces, more especially those of Nova Scotia, are deeply interested. Of the 23,000 boats, and 1200 vessels, employed in the coast and deep sea fisheries, 12,000 boats, and 800 vessels are owned in Nova Scotia, and of the 52,000 persons engaged as fishermen, 30,000 are inhabitants of the latter Province.

The home consumption of fish equals in value the exports of fish and fish products, the value of the total yield not being less than \$15,000,000, about £3,000,000. Our chief markets for fish are Great Britain, the United States, and the British and foreign West India Islands. France, Portugal, Spain, Italy and Brazil, are the markets to which we look for the further extension of our fish trade. During the past season Messrs. A. G. Jones & Co., a firm in Halifax doing an extensive fish business, sent two cargoes of choice fish to Portugal, and one to Italy. From the two former the returns, we understand, have been quite satisfactory though no return cargo was obtained; the result of the latter venture is not yet known. The inshore and bank sea fisheries of the Atlantic provinces swarm with cod, herring, mackerel, shad, halibut and other fish.

Upwards of 1,000,000 quintals of codfish, 500,000 barrels of herring, 175,000 barrels of mackerel, 250,000 cwt. of hake and haddock, and 80,000 cwt. of pollock are usually marketed. From the foregoing facts the importance of the fishing industry may be readily gathered.

Since the supply of guano both from the Peruvian Churches and Saldanha Bay on the Southern coast of Africa, has so materially fallen off, the substitution of fish-guano as a fertilizer has received much attention. As yet but one factory for the manufacture of this valuable fertilizer has been established in Nova Scotia, but there is every reason to believe that the new industry will yet assume large proportions. It is estimated that in this province alone, upwards of 35,000 tons of fish-odds are annually let go to waste; were this manufactured into fish guano it would yield at least 9,000 tons of finished guano.

The lobster fishery along the Atlantic coast is prosecuted with great vigor. Hundreds of factories have been erected, in which the lobsters are boiled and packed in hermetically sealed cans. This industry gives employment to thousands of people, and from the factories millions of cans of lobsters are forwarded to the chief seaports, from whence they are shipped to the United States, Great Britain, and continental countries.

Some extensive beds of oysters have been found near the Prince Edward Island coast; from these our local markets are mainly supplied with bivalves.

In our freshwater streams, rivers and lakes, trout abound in great numbers. These are of excellent flavor and vary in weight from one to four pounds. Owing to the extent of the freshwater fisheries, all classes are privileged to participate in the sport without let or hindrance.

The head waters of many of our streams and rivers afford splendid spawning ground for salmon. In the Restigouche, Margaree, and the Port Medway Rivers, salmon are caught in great numbers in the early months of spring, and are sold in some seasons as low as fivepence (10c.) per pound.

THE CITY OF QUEBEC.

The commercial history of Quebec has been more steady than that of any other city in Canada. She has never been subjected to the periods of severe depression and disaster that have from time to time afflicted her sister cities in this Dominion. Of course the volume of business transacted has been larger at some times than at others, but, as a rule, her trade, both domestic and foreign, has constantly increased and extended. This trade has made itself felt in European and other foreign ports, and the satisfactory returns therefrom have had the effect of stimulating the energies and enterprise of her citizens, and awakening the rivalry of other centres throughout the Lower Provinces and Ontario. To this city may be readily and distinctly traced the birth of Montreal's trade, and the growth of her financial resources. Montreal interests were nourished and brought into their present extensive operation through the influence of Quebec merchants and the example of their French economic methods. Even to the present day Montreal finds in Quebec one of her best and most reliable commercial associates.

Writing from this distant point we are impelled to emphatically assert that Montreal will surely regret it, if she permits herself to neglect her positive duty of cultivating the closest and most intimate trade relations with Quebec.

The President of the Quebec Board of Trade some years since prophesied that railway carriage was destined to supplant that by water and urged that every effort should be made towards extending and completing the railway system of Canada. Many men who were on all ordinary business questions shrewd and far-seeing, questioned the correct-

ness of his opinion, but time has served forcibly and clearly to demonstrate that the President was correct in his views. For a considerable portion of the year the mighty St. Lawrence is sealed by ice. Trade cannot stand still—it must either advance or retrograde. The produce of the great West does not reach the St. Lawrence till too late in the autumn to be shipped from Montreal and Quebec. It cannot afford to be detained for six or more months before being sent on its way to its ultimate market. Thus arises the imperative reason for accommodating it with railway facilities to continue its long journey. To do this economically the distance must be spanned by the shortest possible road, and hence we have forced upon our consideration the long-ago suggested bridge over the St. Lawrence near Quebec. This is a matter that vitally concerns the whole country—the Maritime Provinces to the East as well as the vast agricultural Provinces to the West.

The Maritime Provinces are beginning to realize that their commercial interests are largely identical with those of Quebec, and that any move that will lead to the advancement of the one must tend to the advancement of the other. Therefore it is that the people of Eastern Canada should use every means to improve the commercial ties that bind them to Quebec, so that they may reap to the full the benefits derivable from their position as neighboring provinces. The Maritime Provinces should understand that the commerce of Quebec in the future will be in part carried on through their ports.

Another important matter that should not be overlooked in considering the future of Quebec, is her military position. It is naturally the strongest place in America, and this strength has been vastly increased by art. It has extensive barrack room, in which many regiments can be safely and comfortably quartered and maintained at a cost considerably lower than they can at almost any other place in the British Empire.

Now that the Canada Pacific Railway and its connections are being favorably considered at the Horse Guards, as an alternative route to India and the farther East, the importance of establishing a great half-way military station at Quebec becomes evident. If Great Britain becomes involved in war the immediate theatre of operations may be in Europe or in Asia. A large army massed in Quebec can easily and rapidly be sent by rail either to Halifax for shipment to Europe, or to Vancouver's Island, thence to be hurled at any threatened point in Asia. Further, in the event of war arising, unfortunately, with the United States, that army would effectually prevent any attempt at a hostile invasion of Canada.

That Quebec has wonderfully brilliant possibilities before her both from a military and from a commercial point of view is indisputable, and the past history and the present attitude of her merchants and her other citizens assure us that they are fully alive to the facts, and will improve their advantages to the utmost extent.

GOVERNMENT.

Each Province is divided into Counties or Municipalities, and these in turn into Townships, Districts, or Parishes.

Property-holders, to the value of \$150, or about £30 sterling, and those persons who pay an annual rental of not less than \$20, or £4, are entitled to vote in Municipal, Provincial, and Dominion Elections. The rate-payers in each township, parish, or school section, decide the amount to be levied as a tax for educational purposes. The Counties or Municipalities are governed by Councils, the members of which are chosen by the ratepayers. These Councils levy a small tax for the building and keeping in repair of roads and bridges, and the maintenance of the poor; a small sum is likewise apportioned among the various school sections to supplement the amount raised directly for educational purposes. Each Province has a Provincial Legislature or Local Parliament, consisting of an Upper and a Lower Chamber. The members in the Upper Chamber or Legislative Council retain their seats for life, all vacancies being filled by the Provincial Government. The members in the Lower House or House of Assembly, are elected by ballot, the ratepayers of each county being represented by two or more members, according to population.

The Executive Council or Cabinet, are directly responsible to the people's representatives, and advise the Lieutenant-Governor of the Province as to the conduct of public affairs within the Province. The Lieutenant Governor, who represents Her Majesty the Queen, is appointed by the Dominion Government for a term of five years. Provincial revenues are made up from various sources; the subsidies or grants from the Federal treasury, the royalties upon coal and gold, the receipts from the sale of Crown lands, and the leasing of mining areas, etc., are the principal sources of revenue. The Provincial revenue is disbursed by the Government with the consent of the Legislature; each County or Municipality receives a large Provincial grant towards the building of roads and bridges. A large sum is applied to educational purposes, and the balance is divided among a variety of public services of minor importance.

The Parliament of Canada consist of two Chambers. The members of the Upper Chamber or Senate, who are appointed by the Dominion Government, hold seats for life. The members of the Lower Chamber or House of Commons, are elected by the ratepayers, each county or electoral district being represented by one or more members, according to the population. The Governor-General of Canada is appointed by the Queen, and his advisers or Cabinet are directly responsible to the people's representatives. The Federal Parliament levy all customs and excise duties, and make provision for the post office, militia, construction of public works, light-houses, harbor improvements, and other services of a general character. Each man in Canada enjoys the full privileges of a British subject, and the highest positions of public trust are open to rich and poor alike.