

of residents in British America in January, 1867, which may be taken as the starting point for the proposed Confederation, will be about four millions.

EXTENT OF THE CONFEDERATION.

The greatest length of Newfoundland is, from North to South, 350 miles; average breadth, 130. Coast bold and rocky. Area, 40,200 square miles.

Thus the area of the five Provinces proposed to be confederated is as follows:

Upper Canada.....	121,260	square miles.
Lower Canada.....	210,020	“ “
New Brunswick.....	27,105	“ “
Nova Scotia.....	18,660	“ “
P. E. Island.....	2,100	“ “
Newfoundland.....	40,200	“ “
<b>Total.....</b>	<b>419,345</b>	<b>“ “</b>

If to this be added the area of Vancouver's Island 20,000 square miles; British Columbia, 200,000 square miles; and Labrador, the Hudson's Bay, and North-West Territories with, say 2,750,000 square miles, we have a total for British North America of no less than 3,389,315 square miles.

DEBTS OF THE PROVINCES.

Statement per head of debts of all the Provinces:

Canada.....	\$20 50	per head
P. E. Island.....	2 00	“
New Brunswick.....	20 00	“
Newfoundland.....	9 00	“
Nova Scotia.....	15 50	“
All B. N. America.....	19 00	“

The account is correct within a very few cents for Canada—the Sinking Fund being about equal to the adverse Bank Balance. Also for New Brunswick and Newfoundland. In Nova Scotia the construction of new railways is rapidly increasing the debt to the same amount as in Canada. In Prince Edward Island the “unpaid warrants” ought to be added, but even then the amount would not exceed \$3 per head.

The best gauge of the pressure of debt is, however, not its amount, but the interest paid upon it, for which see the preceding statements of “Revenue and Expenditure.”

BANKING SYSTEMS AND CAPITAL OF THE PROVINCES.

The following may be taken as about the state of bank business in the Provinces generally, giving round numbers, since, of course, circulation, specie, discounts, &c., vary with the months and with the times:—

	Paid up capital.	Circulation, including Provincial Notes.	Deposits.	Discounts.
	\$	\$	\$	\$
Canada.....	30,000,000	12,000,000	28,000,000	44,000,000
New Brunswick....	2,200,000	1,250,000	1,400,000	4,000,000
Nova Scotia.....	2,000,000	2,000,000	2,000,000	4,500,000
P. E. Island.....	200,000	250,000	150,000	500,000
Newfoundland.....	400,000	500,000	1,000,000	1,500,000
<b>Total.....</b>	<b>34,000,000</b>	<b>16,000,000</b>	<b>32,550,000</b>	<b>54,500,000</b>

THE SHIPPING OF BRITISH NORTH AMERICA.

Shipping owned in British America:—

Province.	No.	Tons.	Value.
Upper Canada.....	522	85,440	\$2,697,000
Lower Canada.....	1,136	144,989	5,799,560
New Brunswick.....	1,019	309,695	11,000,000
Nova Scotia.....	3,508	363,063	11,976,758
P. E. Island.....	272	39,549	1,334,215
Newfoundland.....	1,486	87,023	3,480,920
<b>Total.....</b>	<b>7,943</b>	<b>1,029,764</b>	<b>\$36,338,453</b>

It is, perhaps, interesting to note that the average tonnage of the vessels owned in the various Provinces is:—

In Upper Canada.....	164 tons.
In Lower Canada.....	128 “
In New Brunswick.....	304 “
In Nova Scotia.....	104 “
In Prince Edward Island.....	145 “
In Newfoundland.....	58 “

The mercantile marine of British America, the sixth in the world, reckoning by number of vessels, is the third when tonnage, the truer test, is taken as the standard, far exceeding already the com-

mercial navies of many European countries distinguished from of old as shipowning communities. The figures are:—

NUMBER OF VESSELS.

Great Britain.....	28,632
United States, (not stated in the Returns.)*	18,000
Italy.....	16,092
France.....	9,143
Austria.....	7,933
British America.....	6,944
Sweden and Norway.....	5,000
Greece.....	4,840
Spain.....	3,187
Denmark.....	2,459
Russia.....	2,310
Prussia.....	2,289
The Netherlands.....	829
Portugal.....	637
Oldenburg.....	

TONNAGE OF VESSELS.

Great Britain.....	5,627,509
United States.....	1,579,694
British America.....	1,029,765
France.....	985,235
Sweden and Norway.....	760,028
Italy.....	700,000
The Netherlands.....	554,244
Spain.....	367,790
Russia.....	365,759
Greece.....	300,000
Prussia.....	292,256
Hamburg.....	239,766
Bremen.....	206,324
Austria.....	211,287
Denmark.....	143,320

Without entering into comparative statements as to our material resources, for which we have supplied the data, let us now examine the burdens we have to bear at this fresh starting point in the race of rivalry with other countries.

2. ITALY'S NEW ACCESSIONS.

A Florence letter says: “The territory just added to the Kingdom of Italy, and which will send fifty-three representatives to the national parliament at Florence, contains the following nine provinces, each bearing the name of its chief city, and arranged here in the order of its respective population, according to the census taken in 1862. Udine (population, 437,542), Vicenza, (327,734), Verona, (317,855), Treviso, (308,483), Padua, (304,732), Venice, (294,454), Rovigo, (180,646), Belluno, (167,229), Mantua, (154,800); total population, 2,493,475. But if we estimate the importance of each province by the population of its capital, we shall have to adopt a different order, to wit: Venice, (population 123,726), Verona, (103,740), Padua, (103,448), Treviso, (83,861), Vicenza, (82,163), Mantua, (70,812), Udine, (57,124), Belluno, (43,332), Rovigo, (36,010). The most populous centre not comprised in this list (not being the chief town of a province) is the ancient city of Chioggia, a sort of Venice in title, and formerly the seat of an independent republic, which after a long and memorable struggle was finally absorbed by its potent rival. Chioggia is remarkable for its characteristic race of fishermen. The nine provinces above mentioned are divided into eighty-one districts, and into eight hundred and forty-two communes. With the exception of Mantua (which is Lombard), of a few Slavonic villages in the Province of Udine, and of the remarkable ‘seven communes’ of Vicenza, inhabited by a German-speaking population, they are peopled by a homogeneous race, differing in an observable degree, both in appearance and in speech, from their neighbours the Lombards, the Romagnoles and the Piedmontese. In their physical and moral characteristics, no less than in their language, the Veneti are eminently southerners as compared with the other inhabitants of Upper Italy, in whose veins, it will be remembered, there is a strong infusion of Gallic, and, in the case of the Lombards, a further admixture of Teutonic blood. In feature and in speech, the Veneti are of a more decided Latin type. Their language, indeed, bears most unequivocal testimony to their central Italian origin, and the traveller who has sufficient leisure or sufficient acquaintance with the subject cannot fail to be struck by the contrast between the rich inflections and the vocal issonances which meet his ear, immediately after he has set foot on Venetian ground, and the truncated, consonantal forms that he has just left behind him at Turin, at Milton, or at Bologna.”

\* The Shipping Returns of the United States are very defective. They do not show the number of vessels registered, but simply the tonnage. The tonnage given above is new admeasurement; the old admeasurement giving 3,516,787 tons. The tonnage of British America, above, is new admeasurement.