

ant British navy ; while the manufactures of Great Britain were carried in her own vessels to all accessible ports on the Atlantic, bay of Biscay and Mediterranean, as well as to India, to the exclusion of the products of French, Spanish, Dutch and Italian industry ;—this vast monopoly of oceanic intercourse and commerce—this boundless outlet for British manufactures, depended on and resulted from the nautical character of the English people to a certain extent ; while among the circumstances that gave success to Mr. Pitt's policy,—the possession of such positions as Nova Scotia, Bermuda, Saint Helena,—were of incalculable moment. So much indirect advantage did our parent state gain by the liberal way in which she dealt with her American provinces, and so much had France lost by her previous parsimony and indifference to her settlements and subjects in distant climes.

There is, however, a point of view that more directly exhibits the permanent value of colonies when generously treated. In our maritime provinces we find a population so assimilated with the British, in habits and feelings, that they may be considered as identical ;—and perhaps more attached subjects of the empire, more ready to exert themselves for her honor and safety, could not be found in any county of England herself, than in these the Lower provinces at a geographical distance of some 3000 miles. *Coelum non animam mutant, qui trans mare currunt.* Where can there be found more thorough British seamen than the Wallis, Belcher, Westphals, of Nova Scotia ? Where have there been more gallant soldiers in the service than Williams, Welsford, Inglis and Parker ? Again it is to be remembered that England's glory and renown has ever depended much on her navy, both military and mercantile. The little peninsula of Acadie could supply more men and youths familiar from infancy with every hardship and