

are a source of unusual wealth to the fruit-growers. The cities of Nova Scotia are, Halifax, the capital, one of the wealthiest and most English towns in America; New Glasgow, the scene of forges, steel works, blast-furnaces and great general enterprise; Amherst, the site of great engineering and manufacturing activity; Yarmouth, a seaport, from which hail some of the finest of Britain's colonial steamers. From Yarmouth, too, hail craft which the traveller finds in widely scattered ports of the world. The town, with its wealth, elegant residences, and fine streets, equipped with electric cars, is fascinating and unique. Then come the Sydneys, rapidly rising into prominence as economical coaling ports, and Louisburg, where the accumulated power, wealth and science of France tottered to a fall—the key of Canada, nearest port to Europe, and an ice-free coaling station—of which this paper is intended to bear testimony. What country is better situated than Nova Scotia for trade, industry, and the commerce of the deep sea? Surrounded on all sides with water, which penetrates into the very bosom of the Province, equipped with coal in quantities, which must be reckoned by the thousands of millions of tons, inexhaustibly rich in ores of iron and fluxes, wealthy in ores of gold, with a country behind her young, active and vigorous, clamoring for her produce, and every Province in New England languishing for her cheap coals, she stands prominently forth to-day the most unique country attached to the British connection. Let the reader reflect a moment upon the astonishing position of this Province, with her insular north-westward extremity—that oft sung “*Ille Royale*” of the vanquished French pioneer! In the heart of the mouth of the St. Lawrence stands a battery of collieries, entirely surrounded by water, a pivot coal-field, around which the trade of the continent of America towards Europe, is silently clustering. How is this? Witness the decline of traffic upon the American Erie Canal, coincident with which is a phenomenal rise of tonnage in the St. Lawrence, which is the alternative outlet—three new steamship lines will run into the St. Lawrence this summer—remark the capture of the trade of the Orient by the Canadian Pacific Railway, with its lower grades, shorter routes, free from expensive ferries as via San Francisco overland. Already the commerce of Australasia and England is circulating in the St. Lawrence; every grain emporium, except Chicago, which is the head of navigation for the St. Lawrence, is on the down grade, and the American nation, as Benjamin Butler predicted, is now looking to the north for an extended sphere of industrial, commercial and agricultural enterprise, which, added to all the foregoing, is exercising an enormous influence upon Cape Breton and the Province as a whole. Augmenting the demand for coal for consumption in the furnaces of Anglo-American ships of commerce, this revolution of trade routes is also creating an increased demand for coal for manufacturing purposes, and Canada should be on the eve of witnessing the solving of a great problem, *i. e.*, the export of Cape Breton coal through her magnificent and strategic canals into the thousand cities of the peninsula of Ontario. Coincident with this, like tidal waves, a great revulsion of feeling in favor of Canada and appreciative of Nova Scotia, is flowing across the British Isles, and the States of the American Republic, and as remarked at the