

turel, will extend and facilitate the movement in their favour, so wisely inaugurated by his predecessor in office. In the matter of immigration and settlement, when no valid objections interpose, the nearest and most available material is also the most useful and practical. A few thousands spent in settling the Acadians of Prince Edward Island on good soil in Lower Canada, would prove decidedly preferable to maintaining an agent in Belgium or France, with no adequate results. M. Verret's mission to Europe has already cost considerable, but we look in vain for any arrivals of those whom he went out to direct hither.—*Quebec Vindicator.*

3. THE RESOURCES OF CANADA.

Of the numerous Colonial possessions of the British Crown, none has been more frequently under public discussion of late than Canada, and yet, perhaps, there is no colony that is so little known and appreciated by the general public.

The large amount of British capital sunk in unremunerative investments in the Province; the oppressive tariff on British manufactures; the cost to the mother-country for military expenditure in Canada; the explorations in the North-west Territory; the Parliamentary discussions on the Galway contract steamers, and the effects of the war in the United States, have all served to direct public attention very prominently towards Canada; a few remarks on the resources of the colony may serve to remove mistaken impressions, and cause it to be better understood by those who have not had opportunity to examine in detail its position and progress.

Independently of its north-western possessions not yet open for settlement, the Province of Canada embraces about 350,000 square miles of territory, and is thus nearly three times as large as Prussia or the United Kingdom, and one third larger than France.

In 1840, the two provinces of Upper and Lower Canada, which had hitherto possessed separate legislative bodies, were united; and the Constitution granted in 1841 conceded self-government and all the privileges which that involves; among others freedom of commerce. Under the influence of this legislation, even with many adverse circumstances of financial crises and political feuds, Canada has made immense progress, without Europe seeming to be aware of it.

In 1851, the population of Western Canada was 952,004 souls, and of Eastern or Lower Canada 890,261,—making a total of 1,842,265. In 1861, the population of Western Canada was 1,395,222 souls, and of Eastern Canada 1,106,148, or a total of 2,501,370,—a decennial increase of 659,105.

As might be anticipated, the population of the Western division has increased most largely; for in 1851 the excess of population in Western Canada, the British quarter, was but 61,743 persons; while in 1861 there was an excess of 289,074 persons over the Eastern district, or French quarter. The disturbed condition of the American States, the cheapness and facility of access to Canada by steam and rail, the free grants of lands offered to settlers, and the demand for agricultural produce, have greatly increased the tide of emigration to Canada. About a quarter of a million persons have left the United Kingdom for the British North American provinces (chiefly to Canada) in the last eleven years.

The Great Lakes and the River St. Lawrence form the natural outlet to the ocean for the countries situated on their waters, and afford great advantages for commercial communication with distant countries. The surplus waters of the Lakes are tributary to the St. Lawrence.

The canals of Canada overcome a total difference of height, from Lake Erie to the sea, of 564 feet.

The long channel of communication by river, canals, and lakes, of 1500 to 2000 miles, is practicable to sailing ships and steamboats of 300 to 400 tons.

In 1851, Mr. Andrews, in his official Report to the United States Government, estimated the value of the commerce of the Great Lakes to be about £80,000,000. In the last ten years, there can be little doubt that this commerce has more than doubled. The amazing progress of this Lake commerce is an index to the strides of the Great West in productive resources. The American tonnage employed on the Lakes in 1845 was 94,000 tons, valued at £1,250,000; and in 1855, 250,000 tons, valued at £2,500,000. The growth of Canadian tonnage on the Lakes has been quite as rapid as the American. In 1856, a Toronto paper gave a list of Canadian vessels on the Lakes, numbering 239, measuring 42,536 tons, and the cost of which had been about £500,000. This list did not include, however, many small craft, and there is no law compelling registration: hence the estimate is necessarily imperfect. The present Lake tonnage may be taken to be fully 400,000 tons of which two-thirds is American.

The amount of a nation's exports and imports is an excellent criterion by which to judge of the extent of its business and the greatness of its wealth. Measuring the prosperity and progress of

Canada by this test, we find that in 1834 the sum total of her exports and imports amounted to but £2,082,567; in 1851, they reached £7,049,081; and in 1856, £15,126,300. The year 1860 will be noted as an epoch in Canadian history, as being the first year in which the colonial exports exceeded the imports. The figures of the external trade in that year were—Value of imports, £6,838,324; of exports, \$6,926,360. Total, £13,814,684.

In 1849, the value of the trade between Canada and the United States was as follows:—

Exports to.....	\$1,481,082
Imports from.....	4,243,724
	Total \$5,724,806

In 1859 it had increased to—

Exports to.....	\$13,922,314
Imports from.....	17,592,916
	Total \$31,515,230

In 1860, the total trade with the Union was to the value of \$37,971,427.

The Free Trade policy of Sir Robert Peel was viewed with alarm by the people of Canada on its initiation; and although injurious to many interests in its first effects, instead of resulting in permanent evil, it has proved of immense benefit to Canada. Since 1847, the trade of the province has increased in a very satisfactory manner. With their American neighbours it will be seen the Canadians now carry on a trade of the value of £7,594,300.

Several important steps have been taken towards greater freedom of trade. Among these are the establishment of a free port, with a district attached to it, on the Gulf of St. Lawrence and at the Saulte St. Marie; the opening of the whole line of canal, free of all but nominal toll, to vessels, whether American or British, proceeding to a Canadian port, or proceeding out to sea by the St. Lawrence; and the reduction of the duties on wines, spirits, and dried fruits. It is to be hoped that economy in the expenditure, and a better management of the revenue assessments of the province, will enable the oppressive existing tariff on British manufactures to be modified.

Upon the union of the two provinces, in 1841, upwards of £1,500,000 sterling was voted in the first session for the St. Lawrence and Welland and Burlington Bay Canals, for harbours on the Lakes, and other internal improvements. The whole expenditure upon the public works connected with canals, rivers, lighthouses, roads, &c., has exceeded £5,500,000 sterling. There are upwards of 3000 miles of railway now completed or in progress; the total cost of construction of these, including the Victoria Bridge across the St. Lawrence, will amount to not less than £14,000,000.

Whatever may be the future value of Canadian railways as investments to shareholders, the advantages they impart to the sections of country they serve cannot be questioned. The main through lines will be the channel of communication for the continued growth of the great West, whilst the local and branch lines will be the means of peopling the forests through which they pass, and giving that value to the timber and soil which the mere fact of their having become accessible instantly imparts to them. There are now nearly 2000 miles of railway in operation in Canada, exclusive of the Grand Trunk extension to Portland (164 miles), which, though on American soil, yet having been constructed to secure an ocean port in winter, is really a Canadian road. The province has subsidised a weekly line of ocean steamers of its own, which perform the mail service with great regularity. The province pays to the Canadian Mail Packet Company £45,000 per annum.

Postal communication throughout the province is very complete. The most distant hamlet has its post-office, and the number of post-offices in Canada is now 1720. The expenditure, beyond receipts on post-office service, is about £60,000 per annum. The electric telegraph passes through every town and almost every village in the colony, and the number of miles in operation is at present 42,000. The approach or arrival of a steamer or sailing vessel at Quebec is known very nearly at the same moment in every town of the province.

The total tonnage, inwards and outwards, in 1856, was 12,250,000 tons, of which, in round numbers, 6,300,000 tons was Canadian steamers, and 4,760,000 tons American steamers; 830,000 tons Canadian sailing vessels, and 346,000 tons American sailing vessels. In 1860, 29,502 vessels, of 3,030,730 tons, passed through the provincial canals.

The natural resources of the country are unbounded, and they are provided, like all the gifts of Providence, with a distinct reference to each other which makes them doubly valuable. Water-power, that mighty engine of industry, is everywhere abundant, and just where it is required—in the midst of magnificent forests of valuable timber, for which an inexhaustible market is springing up