

**OUR FINANCIAL STRENGTH.**

The progress made by the Canadian nationality in the development of industries, the extension of inter-provincial trade, and the expansion of foreign commerce, has enabled the people of the Dominion to rapidly accumulate wealth. The evidence of this increased financial power are to be observed on every side. In the Eastern Provinces we see a life-giving influence imparted by the strength of finance to the varied pursuits of the people. This financial strength has placed our Ocean ships on every sea, has developed our valuable mining and agricultural resources, and is now stimulating manufacturing enterprises. The financial standing of Canada has enabled the Dominion Government to aid in extending from ocean to ocean an iron commercial highway, which in turn must lead to the building of towns and villages along its route, and the unfolding of the grand natural resources of a vast continent. Thus a combination of governmental and individual financial forces has achieved results that would have overpowered the finances of many a kingdom of modern Europe. The Canada Pacific, under its present skilled management, must early show satisfactory financial results, which must at once lead up to a rapid and prosperous settlement of the western part of this Dominion, and thereby strengthen many of the financial springs that give vigour to the whole country.

The student of political economy is well aware that no great volume of home or foreign trade can be carried on without financial strength, and he who assumes the contrary places himself in the same position as the young mathematician who attempts to prove, that on the same base and on the same side of it, there could be two triangles, having the two sides of the one equal to the two sides of the other, etc., etc. The presence of an active and well-directed financial power in Canada is clearly demonstrated, both the manner in which her growing commerce is extended and sustained, and the rapidity with which her new and fertile belt is being opened up to profitable settlement.

To measure the general financial ability of states, provinces, or cities, we must note their general prosperity and the extent and volume of their home and foreign trade. If we apply this test to the Dominion as a state, it will be found that the general prosperity of her people, the wonderful development of inter-provincial trade, and the steady increase in the volume of her exports and imports have been most marked during the past decade. As with the Dominion, so with the great financial centres of the several provinces. Space will not permit of special reference to Toronto, Hamilton, Kingston, Ottawa, Winnipeg, and the growing cities of the West; and it must suffice us to take a hurried glance at the principal cities in the eastern provinces. Turning to the commercial history of Montreal, we note upon the pages of its extensive and ever-increasing trade, one of the most convincing proofs of financial power that can be offered on this continent. Last year, swept by one of the most dire plagues, and not long since overwhelmed by a destroying flood, the city has, nevertheless, shown a recuperative power that has astonished the financiers of America. The strength of her banking institutions, and the enterprise of her merchants, have enabled Montreal to become the great distributing centre of Canada, while her unsurpassed railway connections have extended her trade from ocean to ocean. The palatial residences of her merchant princes and successful manufacturers, and the magnificent blocks of business establishments are the best proof of the wealth and prosperity of the city.

Turning to Quebec, it should first be stated that the city has, at a cost of three millions of dollars, built one of the most extensive harbor docks to be found on this continent. The interest upon the original expenditure, and the cost of the further completion of this and other extensive city works, she finds no difficulty in defraying, owing to the extent of her prosperous commerce. The Quebec and Lake St John Railway has been built and well equipped by Quebec capital, and the continued extension of this important road denotes the financial standing of the merchants of that fine city. It has been said that the city of Quebec has received larger Governmental aid than that to which she was entitled, but this assertion is as erroneous as it is unfair. So much for the financial strength of the Province of Quebec.

Coming to the Maritime Provinces, we may point to St. John as an illustration of what may be accomplished by a community under the most trying difficulties. Nine years ago nearly the whole of that fine city was destroyed by fire. To-day the new city, with her broad streets, handsome commercial buildings, and stately dwellings, attracts the eyes of every stranger, while her shipping, manufacturing, and foreign trade are being pushed with a vigor that would do credit to Liverpool or Glasgow. No city could in such a short time have been rebuilt and have regained its commercial status, unless it had the means of acquiring wealth. This, the industry of its people, the enterprise of its merchants, the push of its commercial men, and the richness of the country which surrounds it on every side, have enabled it to do, so that to-day St. John stands as of yore, a strong financial centre of trade.

Halifax, which is one of the oldest and most wealthy cities in Canada, has of late years suffered much from the partial loss of its West India trade. The low price of beet-root sugar, and the consequent inability of the people of the West India islands, in which cane sugar is produced, to purchase the lumber, fish, and other products heretofore shipped to these islands from Halifax, has caused a serious falling off in West India trade. But the merchants of Halifax, having accumulated enormous fortunes during the progress of the American civil war, have been able to withstand the strain, and they are now fully aware that they must look elsewhere for sales of the staple products in which they trade. The markets of Spain, Portugal, Italy and Brazil are being tested, and arrangements for the development of the trade between Halifax and these countries perfected.

The industries of Halifax and the river town of Dartmouth have steadily increased, and many of them have proved remunerative.

If we required further proof of the prosperity of our people, we might turn to the history of the towns of Moncton, Amherst, Truro, New Glasgow, Windsor, Yarmouth, Lunenburg and Bridgewater. A few years ago the two latter towns consisted of a few scattered cottages; now they are young cities. The comfortable dwellings of the people, the commodious storerooms which have been erected, and the shipping employed in the home and foreign trade, will bear witness to the undeniable fact that financial ability alone could accomplish such results.

The improved social status of the farmers of this country may be cited as a further proof of the increased prosperity of our people. We can scarcely enter one of their comfortable homes that has not a well-chosen and well-read library. The farmer has been able to purchase the most modern appliances for the more rapid and successful prosecution of his noble calling. His children are sent to the Colleges and Seminaries, in which alone they can obtain that higher education which the age demands. It is not worthy that the heavy mortgages, which a short time ago rested upon many of the farms, especially in the Maritime Provinces, have been paid off. It is certain that nothing could have brought about these results but an increasing financial prosperity throughout the Provinces.

Nothing marks more conclusively our increasing financial national status than our ability to sustain and direct our very large mercantile marine. Our extensive and important shipping interests are now well known throughout the world, and their results are felt at home and abroad, enhancing at once our national importance and national wealth. It is apparent that the material for constructing our innumerable ocean ships could not have been brought from the forest and the mine and worked into staunch and sturdy sea-going vessels without that aid which accumulated capital is alone able to supply.

While circumstances, over which the Finance Minister of Canada had no control, have led to a small deficit, yet the present Minister is to be congratulated upon the general and wide-spread sound financial condition of the Dominion, and the hopeful outlook for continued prosperity.

It has been eloquently and forcibly said: "The future greatness of this Dominion depends upon the development of her varied natural resources, the application of mental culture, and the industrious habits of her people. The general and local governments have not been slow in recognizing the force of this truism, and have extended a bountiful financial support to the developing of the great and far-reaching industries of the people, and have also placed within the reach of all classes that mental culture so necessary to a nation's prosperity, and to people's individual happiness."

**CLIMATE—HEALTHFUL AND INVIGORATING.**

Many persons in Britain are of the opinion that during the winter months our people are confined within their dwellings, by reason of the heavy snowfalls, and that those who are obliged to travel must needs protect their persons in fur wrappings. The fact that our heaviest average snowfall is less than three feet during an entire winter month, and that Canadians are usually clad in Scotch tweeds, West of England, or Dominion cloths, should suffice to remove all such erroneous opinions.

Emigrants seeking a home in a new country naturally desire to know something respecting its climate. In order that they may be fully satisfied as to the climate of these Provinces by the sea, we have obtained from the meteorological department the official record of the mean temperature, rain and snow fall, and the mean velocity of the wind during the year 1885 at Halifax. By this record, which we append, it will be seen that the mean average for February, which is our coldest month, is less than 12 degrees below freezing point, while the highest average temperature, which is registered in the month of July, is little more than 64 degrees above zero. Our climate would doubtless be subject to greater variations were it not that the Gulf Stream, which flows within a comparatively short distance of our southern coast, has the effect of making the winters less rigorous than they otherwise would be. The warm winds which blow landwards from the stream, causing the moisture to be precipitated in the form of rain, thus greatly reduce the snow fall. During the summer and autumn seasons, our climate is delightful, the cool northern and north-western breezes being most refreshing. For agricultural purposes, the season is sufficiently long to allow of the production of wheat and other cereals, roots, garden vegetables, hay, timothy, clover and all kinds of farm produce, as also a great variety of fruits. Emigrants will find our climate healthful and invigorating. They will neither have to endure the hardships experienced during the winter by the farmers of the prairies of the Western States, nor will they be exposed during the summer and autumn to the malaria and like diseases by which the people of that fever-stricken section are afflicted.

1885.

MONTH.	AVERAGE TEMPERATURE. Degrees.	PRECIPITATION.		WIND. Average Velocity per hour.
		RAIN.	SNOW.	
January.....	23.68	3.93 inches.	24.6 inches.	9.78 miles
February.....	21.69	1.82 "	32.7 "	8.50 "
March.....	23.98	1.85 "	22.4 "	8.45 "
April.....	38.91	3.47 "	0.5 "	7.75 "
May.....	48.84	3.28 "	0.0 "	7.13 "
June.....	57.98	2.75 "	0.0 "	7.10 "
July.....	64.52	5.82 "	0.0 "	4.12 "
August.....	63.70	3.00 "	0.0 "	5.05 "
September.....	55.17	2.50 "	0.0 "	6.02 "
October.....	48.49	6.28 "	0.0 "	6.43 "
November.....	40.46	5.26 "	0.4 "	8.08 "
December.....	30.00	7.30 "	13.0 "	9.70 "