

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Title on header taken from: /
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

| | | | | | | | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 10X | 12X | 14X | 16X | 18X | 20X | 22X | 24X | 26X | 28X | 30X | 32X |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

THE CANADIAN CRITIC.

EXHIBITION NUMBER.

CONTAINING SPECIAL ARTICLES UPON

COMMERCE, FINANCE, AGRICULTURE, MINING, FISHING, MANUFACTURING AND SHIPPING

— OF —

EASTERN CANADA.

ALSO, A CLASSIFIED LIST OF THE PRINCIPAL BUSINESS HOUSES.

First Edition.

HALIFAX, NOVA SCOTIA, JUNE, 1886.

Price 3d.

"THE FUTURE GREATNESS OF THE DOMINION OF CANADA DEPENDS UPON THE DEVELOPMENT OF HER VARIED NATURAL RESOURCES, THE APPLICATION OF MENTAL CULTURE, AND THE INDUSTRIOUS HABITS OF HER PEOPLE."

CONTENTS.

| | |
|--|--------|
| Notes..... | |
| The Yield and Value of Cereals in the Maritime Provinces, the Live Stock Interests and the Dairy Products..... | 6, 7 |
| Live Stock..... | 23 |
| Farm Products..... | 23 |
| The Dairy Industry..... | 8 |
| The Fruit Industry..... | 8 |
| The Small-fruit Industry..... | 4 |
| An Englishman's Experience..... | |
| New Brunswick as a Field for Emigration..... | 4, 5 |
| Prince Edward Island..... | 15 |
| Crown Lands..... | 16 |
| A Century of Coal..... | 21 |
| Gold Mining in Nova Scotia..... | 22 |
| Our Financial Strength..... | 22 |
| The Present Trade Condition and Future Prospects of Halifax..... | 17 |
| New Brunswick's Commercial Capital..... | 17 |
| The City of Quebec..... | 9 |
| Important Cities and Towns in Eastern Canada..... | 9, 14 |
| Our Business Directory..... | 9, 16 |
| Shipping and Commerce..... | 18 |
| The Great Fishing Industry..... | 20 |
| Railway Facilities in the Maritime Provinces..... | 18 |
| The Great Transcontinental Railway—Canada's Triumph..... | 19, 20 |
| The Military Force of the Dominion..... | 5, 6 |
| Climate—Healthful and Invigorating..... | 2 |
| Government..... | 20 |
| Education in the Maritime Provinces..... | 6 |
| Morality and Religion in the Maritime Provinces of Canada..... | 3, 4 |
| The Churches..... | 23, 24 |
| The Critic..... | 24 |

The Provinces of Ontario, Manitoba, and the North West Territories occupy a central position in the belt of fertile lands which extend in Canada from the Atlantic to the Pacific.

British Columbia, which is the most westerly province of Canada, is washed by the waters of the Pacific Ocean.

The distance from Halifax, Nova Scotia, to Port Moody, British Columbia, is 3,848 miles. The journey can now be made in six days via the Intercolonial Railway, connecting Halifax with Quebec, and the Canada Pacific Railway, which extends from Quebec to the Pacific Coast. These roads throughout the entire distance are built upon Canadian soil.

There are in the Dominion of Canada thirty-seven cities and towns, having a population of 5,000 and upwards, and seven cities the inhabitants of which number upwards of 25,000. These latter are:

| | |
|---------------|---------|
| Montreal..... | 140,747 |
| Toronto..... | 86,415 |
| Quebec..... | 62,446 |
| Halifax..... | 36,100 |
| Hamilton..... | 35,961 |
| Ottawa..... | 27,412 |
| St. John..... | 26,127 |

The following are the abbreviations used to denote the several provinces of Canada, N. S.—Nova Scotia; N. B.—New Brunswick; P. E. I.—Prince Edward Island; P. Q.—Province of Quebec; Ont.—Ontario; Man.—Manitoba; B. C.—British Columbia; N. W. T.—North West Territories.

Our standards of measures are similar to those used in Great Britain, while the weights, which are alike in the terms used to denote them, vary in their signification, the ton in this country representing 2000 lbs. The decimal currency adopted by Canada is similar to that used in the United States. One pound being worth \$4.867, one shilling, a fraction over 21 cents, and one penny, a trifle above 2 cents, in round numbers one dollar is equal to 4s.

The facilities for travelling, and for the transportation of goods and minerals, are steadily improving. Fifteen hundred and fifty two miles of railway are already completed and in operation in the Maritime Provinces, and each year new lines are being constructed. The communication between Halifax and the outlying ports is provided for by steam and sailing packet services, the same being true of St. John, Charlottetown and Quebec. The markets are accessible to farmers at all seasons of the year.

Our mineral resources should make Nova Scotia the Britain of America. Large deposits of coal and iron ore lie in close proximity. Immense smelting furnaces such as that now being operated at Londonderry, will eventually be erected in other parts of the Province.

The gold mines of Nova Scotia have not as yet been worked to any great depth, but experienced miners are of the opinion that a second pay streak exists in many of the leads at a depth of from eight hundred to twelve hundred feet.

Copper, manganese, antimony and other valuable minerals are found in different parts of Nova Scotia, and there can be no doubt that upon a more thorough geological survey being made other minerals will be discovered.

NOTES.

In issuing this special number of THE CANADIAN CRITIC for circulation at the great Indian and Colonial Exhibition, now being held in London, we have endeavored to furnish for the intending emigrant, as well as for the British public generally, a brief and reliable account of the extent and variety of the natural resources of this country, and the social, moral, and religious condition of its inhabitants. We trust that the wide circulation of this number of THE CANADIAN CRITIC may have the effect of removing from the minds of our fellow subjects in Britain many erroneous impressions respecting the Atlantic Provinces of Canada, and that it may be the means of inducing many intending emigrants to seek a home in our midst. In these Provinces the settler will find many thriving cities and towns, with their busy mercantile and industrial populations, and many extensive tracts of country, in which the well-cultivated fields and fruitful orchards, the rich meadows and the herds of thoroughbred cattle, testify that agricultural pursuits have long since passed beyond the primitive stages. Here he may enjoy all the comforts of civilized life; books, periodicals and newspapers are easily obtainable, churches and school-houses are within easy reach; while the facilities for communication are excellent.

The terms Maritime Provinces and Lower Provinces are used to designate that portion of the Dominion of Canada included in the Provinces of Nova Scotia, New Brunswick and Prince Edward Island.

The Maritime Provinces of Canada have an area equal to that of England with a population of about 1,000,000 inhabitants. These are principally of English, Scotch, Irish, French and German origin.

The Atlantic or Eastern Provinces of Canada include the Provinces of Quebec, New Brunswick, Prince Edward Island and Nova Scotia, being that portion of the Dominion washed by the waters of the Atlantic Ocean, the Bay of Fundy, and the Gulf of St. Lawrence.

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 " |

AN ENGLISHMAN'S EXPERIENCE.

A word from a clergyman, who left Gloucestershire in the year 1862 for British North America, and who still, from choice, resides here, may not be uninteresting.

Having made up our minds early in the 60's to emigrate, we cast our eyes over the various Colonies that offered homes to the adventurous,—Australia, the Cape, New Zealand, and Canada; and after careful consideration, came to the conclusion, that the last was the most eligible, at least for our purpose, to bring up and start a family. Accordingly, having put myself in communication with the Bishop of Quebec, I received from him, and the Bishop of Montreal, (Bishops Mountain and Fulford) an appointment in Bishop's College, Lunenburg, P. Q. Five years after this, changes in the College staff having become necessary, I moved to Windsor, Nova Scotia, to take charge of the school in connection with King's College. The school building having been burnt down in 1871, changes were again made. After a residence of seven years in Halifax, N. S., a year or two in the valley of the Stewiacke, I finally settled in the Annapolis Valley. I give this short sketch of my sojourn in British North America to explain the opportunities I have had of forming an opinion of the Atlantic Provinces as fields for immigration. Upper Canada, the great North-West, the foot of the Rockies, British Columbia, and several other fields, every one in the mind of its special votary a fitting vestibule to a Happier Land, I have not visited, but am quite ready to accept a large residuum of their capabilities. A zealous advocate for emigration, I beg to differ from those persons who would begin with the western boundary of this great country for colonizing, as I would recommend for many reasons the taking up and settling the Provinces of the Atlantic seaboard first, and after them the adjacent western lands. Here, within easy reach by steam communication with the United States of America, the West India Islands, and Europe, there are excellent farms and farming lands inviting settlers. In the Province of Quebec are the Eastern Townships, with markets, climate, and soil defying superiority. Here are New Brunswick, Prince Edward Island, and Nova Scotia, offering inducements to farmers and farm laborers not to be surpassed. There is not the space, certainly, for millions to occupy, but there is enough for many thousands of the right sort; the others had better stay where they are. It is of Nova Scotia as a field for the immigrant that I would speak, though many of my remarks would apply to the adjacent Provinces. First, then, we notice that in coming to this country, a farmer would in many points make a change hardly more marked than one from one county in England to another, not so great as from Scotland to England. He will find here as good, or better advantages than he left behind, in the way of society, churches, schools, medical attendance, and as is generally allowed, a much better climate for the productions of the earth, and for man. Second, if a farmer comes here and wishes to make a farm, he can buy land at a moderate price, say from £1 6s. to £2 per acre; or if to buy an improved farm, he will have no difficulty in arranging a purchase.

The Valleys on the Bay of Fundy deserve particular attention. Here, the tides are very high (from 40 to 70 feet), and at each ebb leave a deposit of mud about one-tenth of an inch thick, the best top-dressing that can be applied to arable or grass land. The dyked lands lowest down the streams have produced from 2 to 4 tons of hay for 100 years, with no other dressing than a ploughing up every 15 years, and a crop or two of oats taken off. This land commands a ready sale, at from £15 to £25 per acre! The Valley of the Annapolis in which I am living at present, offers many inducements; situated between the north and south mountains, it enjoys a more equable temperature than many parts. All the European fruits can be grown here in perfection. Our apples, which reach at present about 250,000 barrels a season, rank very high in Covent Garden and other English markets. Pears, plums, peaches, grapes, small fruits, and tomatoes, take a very high place. My tomatoes have been pronounced superior to those of Bermuda. I should add that this locality, and many others in this Province, are in daily steam communication with St. John, New Brunswick, and Halifax, N. S., tri-weekly with the best markets of the United States of America, and weekly with Liverpool and London, G. B. My great surprise is, that the lands I have glanced at in this communication have not been taken up before this. But so it is, and if I can be of any service to any practical farmers, who can bring sturdy arms, a good head, some enterprise, a good wife, and a few hundred pounds, I shall be very happy to do all I can to assist them, and can assure them that a very pleasant and independent life is before them. In return for heavy taxes, and the delight of an audit dinner twice a year, I will promise them a very small annual tax, self imposed, and the satisfaction of feeling, when they look around their comfortable homes, and well stocked yards and stables, that they are TAKING OUR STOCK IS—good Horses; Horned Cattle—Grade Jerseys, Ayrshires, Devons, &c.; Sheep—Leicesters, Downs, &c.; Pigs—Aylesmeres, Berks, &c.

Intending emigrants should note what I have said with reference to the prospects in Nova Scotia, and act accordingly.

REV. GEO. B. DOWELL, M.A.

MORALITY AND RELIGION IN THE MARITIME PROVINCES OF CANADA.

In estimating correctly the value, importance, and greatness of an Empire, or a section thereof, there should be reckoned in the account, not only its natural resources, its commerce, and its manufacturing advantages, but also the intellectual, moral and religious condition of its people. National as well as individual greatness is always associated with moral excellence; and, therefore, the integrity, industry, mental and moral devo-

lopment of the inhabitants of a country add more than anything else to its welfare, power and stability.

The standard of morals in Canada is high, it having been established, and continuing to be influenced by the teachings of Christianity; the Christian code of morals being everywhere recognized by the people. No Government can exist without having something to do with the regulation of external morality and religion, hence we find incorporated in our Federal and Provincial Statutes, carefully prepared laws for the prevention and punishment of Sabbath-breaking, profanity, murder, theft, false swearing, &c. We realize that Atheistic ideas interfere with the exercise of all rule and authority, and that recognition of the Divine Government and man's accountability to its administrator, is an essential feature in all rightly constructed human governments.

Many things were sanctioned among the ancient Greeks and Romans, which the Christian laws condemn as highly injurious to society, and the pages of history abound with admonitory lessons respecting the direful results of corrupt morals on national prosperity and existence.

We have profited by these solemn voices of antiquity, and have learned to shun those evils, which, unchecked, lead to ruin.

As may be supposed, the moral and religious status of the people in the colonies closely resembles that of their fellow-subjects in the Mother Country, but the child sometimes outstrips the parent in moral and religious progress, and we think this remark applicable in regard to the British Colonies of North America.

Without invidious comparison, or an attempt to measure ourselves by others, we will briefly notice some of the leading moral and religious characteristics of the inhabitants of the Maritime Provinces, especially Nova Scotia.

LOYALTY.

In the wide and scattered realms of Queen Victoria, there cannot be found a more intelligent, ardent and consistent loyalty to the British Crown and British Institutions than exists in these Provinces. Occasionally, we hear the desire expressed for the independence of Canada, or for annexation to the United States of America, but it generally comes from men who have been inoculated with democratic ideas, or those who have failed to realize success in worldly things. The attachment to the Mother Country can never die out, so long as such National Societies as exist in our midst continue to flourish. The warm and cordial welcome extended to Englishmen, Scotchmen, and Irishmen, respectively, by the St. George's, St. Andrew's, and St. Patrick's Societies, may be taken as an earnest of our continued interest in all that pertains to the welfare of those living in the Fatherland. The flag which is displayed from the staffs of our public and private buildings, and at the masthead of our splendid mercantile marine is the same old flag "which has braved a thousand years the battle and the breeze." Long may it continue to wave in this happy and peaceful land of plenty.

PATRIOTISM.

The patriotism of our people was recently evidenced during the rebellion of the Metis in the North-West Territories of the Dominion. At a call to arms, several regiments of volunteer militia declared their willingness to act in quelling the disturbance, and the Halifax contingent received on its return from service an enthusiastic public ovation in appreciation of the self-sacrifice displayed by its members.

LAW-ABIDING.

The people here generally are a law-abiding people. Lynch law is unknown, and civil liberty is as much a right of the poor as of the rich. This arises—1st, from the existence of good laws; 2nd, from their judicious enforcement. Almost every wrong may be redressed, if the proper means be adopted. One element of human happiness on earth is realized by all in this country, an undisturbed feeling of security in reference to person and property.

EDUCATION.

Realizing that ignorance never contributes to the welfare of a people, the cause of education receives marked attention and generous support. Free schools are everywhere in successful operation, so that the young, generally, are obtaining a good elementary education. Higher institutions of learning are also found in sufficient numbers to supply the need of those desiring an Academic course; while in our secular and denominational colleges, facilities are afforded for acquiring that more complete education essential to professional and scientific men.

RELIGIOUS ADVANTAGES.

These Provinces are highly favored in being supplied with Christian ministers of all denominations, who are for the most part zealous in the cause which they have espoused, and who compare favorably with their brethren elsewhere, both as regards talent and efficiency. There are about four hundred Protestant and ninety Roman Catholic Clergymen in Nova Scotia, the former being nearly equally divided among Presbyterians, Anglicans, Baptists, and Methodists. The morals and piety of the people is in a large measure due to the untiring efforts of these denominational leaders. By the laws of the land, religious liberty is guaranteed alike to all denominations, and as no State aid is granted, the members of each are called upon for the support of their respective clergy, &c.

TEMPERANCE.

The great moderate movement in Temperance has made, if not rapid, yet very extensive strides in these Provinces. The energetic "Order of Sons," "Zealous Good Templars," and other organizations for the promotion of the Temperance cause, have not toiled in vain; public opinion in regard to the nature and use of alcoholic drinks, having, during the last decade, undergone a marked change.

THE PRESS.

This agency is accomplishing much in behalf of morals and religion, and so far as the Provinces under consideration are concerned, we have no hesitation in affirming that its influence is extended in upholding morality, and furthering the work of the Christian Church. Our political organs are wont to show their party bias somewhat strongly, but the tone adopted by the independent Press is fast breaking down the influence of these purely partisan journals. We fail to see why political party lines should be considered so important as to interfere with the free exercise of conscience, justice and common sense. But we can console ourselves that in this respect our Press is not worse than that of England or the United States.

CONCLUSION.

Although moral and religion efforts and influences abound, there is room for improvement, and while it is true that we seldom hear of divorces, defalcations, forgeries, and other extreme forms of wickedness, there still remains much room for improvement, both in morals and religion.

This brief outline of the moral and religious status of our people, I have endeavored to truthfully delineate, in order that the intending emigrant may decide for himself as to whether in these respects the Maritime Provinces of Canada offer to him the best field for settlement.

R. V. G. O. HUESTIS.

THE SMALL-FRUIT INDUSTRY.

Our soil and climate are so favorable to the growth of small fruits that they are found growing wild in great abundance in all parts of the Province. Yet the cultivation of the improved kinds has heretofore been more of an experiment than an industry, and it is only within the last decade that they have received the attention which their importance merits, it being but recently that they have been exposed in our markets in any large quantities.

STRAWBERRIES.

There were sent to the Halifax market, during 1885, by the Annapolis Valley Small Fruit Growers' Association alone, over sixty thousand boxes of Strawberries, which were the product of twenty-two acres, giving an average of about three thousand boxes per acre, although some growers obtained from five to eight thousand boxes, having adopted a better system of culture. I should think there were not less than one hundred thousand boxes marketed in Halifax during the last season, for which remunerative prices were obtained, the average being ten cents (5d.) per box. The fruit is generally picked by the children, who can gather from fifty to one hundred boxes per day. They are then sorted and repicked in quart boxes, and placed in crates, containing thirty-two to forty-five boxes, and shipped to market by express, arriving there the evening of the day they were packed, and so perfect is our railroad and express management, that not one box of the many thousand carried by them the past season was lost or injured in transit.

The most profitable varieties to cultivate for market in our locality, are the Wilson, Albany, and Crescent Seedling. There are many other kinds that grow well, some producing specimens that measure six and seven inches in circumference, but they do not compare with the former in productiveness or market value.

RASPBERRIES.

We have returns for about two thousand boxes of Raspberries, which has proved that they can be shipped a distance of about one hundred miles with as little risk as strawberries. And as they ripen directly after the strawberry season, I see no reason why their extensive culture might not be profitably engaged in; and I think that from fifty to one hundred bushels per acre might be raised with careful cultivation. The best varieties that I have cultivated for market, are the Franconia and Cuthbert for red, and Gregg for black, which averaged from ten to fifteen cents (5d. to 7½d.) per box.

GOOSEBERRIES AND CURRANTS.

Returns show that only small quantities of Gooseberries and Currants are raised at present, but large plantations are being set for future bearing; and as these fruits come into market at a season when the supply of other fruits is limited, they find a ready sale at good prices. Gooseberries especially are in great demand, and the markets have never yet been supplied. They are also very productive, if well cultivated, plants three and four years old yielding from five to ten quarts per bush. English varieties do not succeed well here; but Downing, Smith's improved, Rupert and Brown's Seedlings, have never been known to mildew. The latter originated in P. E. Island, and is a hybrid, and was produced by a gentleman whose name it bears. It is very productive, and larger than any English variety I have seen.

All varieties of Currants grow well with us. There are several of red, but we have not found any equal to Fay's, which are fully five times as prolific as any other kind we raise.

Black Currants are very productive, but the demand has never been supplied.

CRANBERRIES.

Our facilities for the production of Cranberries are unsurpassed. Thousands of acres of suitable land in all parts of the Province are lying unimproved, which would yield rich returns to those engaged in the cultivation of this excellent fruit. Our crop the past season has been at the rate of one to two hundred bushels per acre, worth from two to three dollars (8s. to 12s.) per bushel, being one of the most profitable fruits grown.

Wm. McNEIL.

President Annapolis Valley Small-Fruit Growers' Association.

NEW BRUNSWICK AS A FIELD FOR EMIGRATION.

The opening up of the North-West Territories of Canada by the building of the Canada Pacific Railway has diverted the attention of intending emigrants in the Old World from the more settled Provinces of the Dominion and especially from those which, by virtue of their situation, are known as the Maritime Provinces. Yet there is no doubt that this eastern portion of Canada offers advantages to the settler which the North-West does not afford. Situated much nearer to the Mother Country, and possessing great tracts of fertile and easily attainable land, whose produce can always be sold in convenient markets, the Maritime Provinces are also favored in the possession of numerous and thriving towns and villages, with their churches, schools, and other social advantages. New Brunswick, for instance, possesses millions of acres of still ungranted lands, millions held by companies from whom farms can be obtained for a trifling consideration, and still other millions of partially cleared and improved homesteads with houses and barns, which can be purchased at a moderate price. Nor are these lands all barren wastes. As in most countries, there are in New Brunswick lands fitted for agriculture, while others are adapted only to the growth of timber, and still others consist of mountain, swamp, and barren. But when liberal discount is made, there is still plenty of the best kind of soil to meet the demands of many more thousands of farmers, and to sustain a large population in the cities and towns. While the present population of New Brunswick is three hundred and fifty thousand, the Province could easily support in comfort three millions of people.

Most of the lands referred to are exceedingly fertile, producing in abundance all the fruits, cereals, and vegetables, usually grown in similar latitudes—apples, pears, cherries, plums and berries; wheat, oats, rye, barley and hay, beans, potatoes, carrots, beets, etc. The wheat, which is of the heaviest yield and the best quality, produces, when properly milled, flour equal to good western brands; while, being convenient to the seaboard, one bushel of it is worth at least two which have to travel over thousands of miles to find a ready market. Oats are grown in large quantities, and generally command a good price. Buckwheat, peas, and beans are also very prolific, but are raised chiefly for home consumption. Potatoes of the best quality are grown in large quantities, and are generally sold for from one to three shillings sterling per bushel. The usual markets for the surplus supply are Boston and New York, while in some districts it is converted into starch. These cities also receive from New Brunswick every year large quantities of turnips, canned tomatoes, and cultivated strawberries. The apples of Nova Scotia have long been famous, and of late New Brunswick has begun to compete with her in the raising of that greatly desired fruit. Even the berries of the Province have their use, yielding many thousands of bushels of cranberries and blueberries annually.

One important product of the soil, sadly wanting in prairie countries like the North West, this Province possesses in great abundance, and that is wood. All the new lands are covered with tall trees, very valuable for mercantile purposes. When the trunks of these have been removed, and the residuum burned on the spot, the land covered with ashes, will produce the most luxuriant crops of potatoes, wheat, oats, and grass in succession. A second supply of ashes for fertilizing purposes is furnished by the stumps of the trees, when they have decayed sufficiently to permit of their removal. After this second succession of crops, the farmer will naturally have abundance of manure accumulated to carry on his operations. In many districts, especially near the estuaries, large quantities of shell manure are to be had for the trouble of hauling it. The mussels and oysters that have lived during thousands of years, are to be found in the faths and on the banks of lakes, and are equal to the guano deposits of Peru, or the costly concentrated manure in general use elsewhere.

Of minerals, New Brunswick has great abundance and variety. Two thirds of its surface belong to the lower carboniferous formation. Coal is mined at Grand Lake and the Joggins, and will yet be found in quantity and quality sufficient to repay working in many places where it crops out at present. Lime is very abundant. Of Plaster there are immense deposits largely used and exported to the United States, principally for manure. Iron ore of many kinds is abundant, some of it of the very best quality. Lead and Silver have been partially mined in several places. Antimony is mined at Prince William, and Manganese at Sussex. Fine Freestones, Grind and Millstones, are largely exported. Granites, red and grey, are quarried and polished, and for quality will successfully compare with those of Aberdeen and Portland. Gold specimens have been picked up in many places, and though no workable mine has yet been discovered, some day it may. When it is known that over half the Province is unexplored forest, there are great probabilities that treasures of minerals lie unthought of.

We have dwelt to some length on the farming interests of New Brunswick, since they are the basis and must be the precursors of all other trades and professions. We might have spoken of lumbering and ship-building; but these having served their purpose in the past are now of less importance, and are, besides, of less interest to emigrants in general. Farming is the original stalk, upon which other trades will ingraft. Where it is carried on, towns will arise, and trades, arts, and manufactures will be established. The farmer is most wanted in this new land. Already, the towns are large enough, except where some great industries are flourishing. But with an influx of farmers, there will be wanted a moderate supply of all kinds of handicraftsmen—millers, tailors, shoe-makers, blacksmiths, tin smiths, saddlers, carpenters, merchants, etc., etc. Of all these there may possibly be an over-supply; but of tillers of the soil it will be long before we have enough.

The worthy emigrant, in selecting a future home, will enquire, what are the means and quality of the education which he may secure for his family! Under this head, we can give him the most satisfactory information.

THE MILITARY FORCE OF THE DOMINION.

Without entering into particulars, which would lengthen our article beyond due bounds, we may say, that in the common school system, as in operation in these Provinces, everything necessary to a good education is provided out of the Provincial chest and by a tax upon property, with the exception of the school books, the expense of which must be borne by the parents of children attending school. The school houses are built by the rate-payers; the teachers are paid from the two sources above indicated. A very excellent series of books is prepared in all the branches of school instruction, which covers not only Reading, Writing and Arithmetic, with Spelling, Grammar, Geography, and History, but the rudiments of Geometry, Algebra, Chemistry, &c. The school houses are of superior build, and all are generally available. In sparse districts, extra assistance is given to enable the trustees to employ teachers. We believe that the system in operation in the Maritime Provinces will compare favorably with that in operation in any other country on this continent. There are Grammar and Superior Schools where Latin and even Greek are taught, so that boys or girls, who are capable and desirous of having a Collegiate education, have an opportunity of preparing for Matriculation in one or other of the Colleges through the land.

In regard to religion, there are many sects, earnest and energetic, among which to choose—Church of England, Presbyterian, Methodist, Baptist, and Roman Catholic being the chief bodies. In some districts there may be a want of the Sabbath Service, but this is rapidly being supplied.

To the farmer who enquires whether he will not be condemned to associate with unprudent wild men and women, similar to, if not identical with, the Indian, we have to say that the farmers and peasants of this country are, as a class, equal, we had almost said superior, to those of the same grade in any European land. Their experience has been to them an education, giving them the mastery over Nature, and making them feel superior to their former selves—self-reliant, energetic, and as it were, of imperial stamp.

Young men may wish to know whether there is any respite from toil—any pleasures. We say yes; no country has greater. The piscator will find trout in all the streams and lakes, and salmon in the principal rivers. The moose and caribou in the remote woods are still plentiful. There are foxes, red and silver, rabbits or rather hares, muskies in all the low lands by the waters, and bears, if danger in the chase is sought; coveys of partridges in the woods and clearings, snipe by all the springs, and wild ducks and geese in their season. The Fowler, huntsman, and angler, can find plenty of enjoyment, and the gun, rod, and snare, need not be idle.

In an article of this kind, climate is a matter not to be overlooked. That of New Brunswick is cold in winter, yet pleasant, and seldom more intense than in Boston or New York. The cold wave generally extends in force ere it reaches our coasts, and the thermometer is found to register a higher figure during the "snaps" than in Chicago, Cleveland, Toronto, Montreal, or anywhere west. In summer the heat is never intense. The fogs which are brought up the Bay of Fundy from the Banks, by the south-westerly, qualify the burning rays, and the inhabitants, not only of inland towns, but also of southern seaboard cities, are glad to fly from their luxurious homes to get a breath of the cool air of Halifax or St. John. If any one has a distaste for "the fog," he has only to get on board the cars or steamboat, and take a short trip of some ten or twelve miles to find himself under an unclouded sky. Among the advantages of these Provinces, we rate the climate as not the least. Even the fog is not an unmixed evil, keeping, as it does, the complexion fresh and pure; and if, as most travellers allow, the ladies by the Bay of Fundy are remarkable for their clearness of complexion, they owe this charm to the absence of those intense heats which in her too soon the delicate colors of their more southern sisters.

The means of travel are various and excellent. There are many hundreds of main and bye roads, trunk and branch lines of Railway, and there are steamboats on all the rivers and bays. You can hardly get out of hearing of the locomotive or the steamboat's whistle. Particularly is this the case in New Brunswick, which probably contains more miles of railway in proportion to its population, than any other country, while good and substantial steamers ply on the St. John River and on its Lakes, and all round the ports on the Bay Shore. The great highways are well supplied out of the Provincial chest. A spin anywhere along any of them, behind a fast horse, will bring to view a variety of hill and dale, of wood and water, such as would be hard to surpass in any country.

The Government and Legislature are similar to those of Britain and her colonies. There are the Provincial Governor, who is now appointed by the Dominion Government; the Legislative Council, and the House of Assembly. The Executive Council are the heads of departments and the advisers of the Governor, and must be in the confidence of the people, who elect their representatives by ballot. There is some property qualification required of the voter, but almost all men have the suffrage. Any man may aspire to any position or office in the Province. Religion is no bar. Catholic and Protestant are alike eligible in the eye of the law.

We trust that, when the position, resources, means of education, culture, climate, easiness of access, political freedom, means of travel, nearness to the markets of the old and the new world, are considered by the intending emigrant, he will choose this country of ours as his future home, to which he will receive a cheerful welcome by those who have found comfort, enjoyment, and wealth, in its ample bosom, at a former time when it took a stern course to meet and overcome difficulties which the advance of civilization have removed out of the way.

An exposition of the resources, capabilities, institutions, and condition of Canada would be incomplete without some account of her Military Force. Not that it would, either in its nature or extent, be regarded as formidable from an European standpoint; for Canada has, on the whole, been so peaceful and prosperous a country, that she has until recently been spared the necessity of creating a Standing Force, (which, indeed, is only now in embryo), but has found herself justified in trusting to her Active Militia and to the public spirit which inspires it, the temper of which is indicated in the fact that it is entirely a Volunteer Force. For, although her tranquility has rarely been seriously disturbed, there have yet arisen occasional calls on patriotism which have ever been nobly responded to.

It may, indeed, be doubted, whether any young and rising nation has ever achieved a scutcheon less marred by misconduct or defeat. From the earliest times it has been unstained. The traditions of the American War of Independence, and of the War of 1812-15, became venerable in Canada, not only by time, but because the Canadian Militia could look back with pride to the part taken by their forefathers in those struggles. But about twenty five years ago, the men who had fought in 1812-15, were few and old. A quarter of a century had elapsed even since the internal troubles of 1837-8. Nothing had intervened to necessitate the retention or re-creation of the forces then embodied, and the then existing organization was extremely limited. A dozen or two of isolated independent companies, and one or two city Battalions of Infantry, the Montreal Brigade of Garrison Artillery, six or seven Field Batteries, and about as many Troops of Cavalry, constituted the military power of Canada at the close of 1861.

Since that period, a great change has taken place. The first impulse towards a larger and more complete organization was communicated by the "Trent Affair," but it was reserved to the Fenian annoyances of 1866 to impart an impetus which has continued unweakened, and which, if then to some extent the result of a temporary stimulus, is now upheld and borne on by increase of population and wealth. In that year upwards of thirty Battalions of Infantry were organized.

A constant progression has characterized succeeding years. In 1867 came Confederation, marked in Militia annals by the control, as "Minister of Militia and Defence," of the lamented Sir George Cartier, whose unflinching public spirit elected to rely on the Volunteer principle alone to conserve the Active Militia. The act which he introduced does not therefore bear on the face of it the appearance of a strong measure, and there were not wanting men of experience who doubted its efficacy. Wisdom, however, is justified of her children, and the call to arms has never sounded without bearing out Sir George's confidence in his countrymen of both nationalities.

The natural tendency of Canadian policy has been to incur no greater military expenditure than occasion has from time to time required. It was thus that organization languished a little for two or three years after 1866. Riel's insurrection of 1870 applied a fresh stimulus. Two Battalions of Canadian Militia formed the bulk of the expedition sent up to Manitoba to quell the outbreak, and contributed a most desirable material towards the settlement of that Province.

Lord Wolsley's experience of this service gave him a high opinion of Canadian military capability—an opinion which he has at all times, as well as in his "Soldier's Pocket Book," freely expressed. In fact, the hardy habits of our stalwart population of farmers, lumberers, miners, and fishermen, their familiarity with the use of tools, especially the axe and the spade, and their general intelligence, orderly conduct, and good temper, render them second to no raw material in the world for soldiers.

In the course of the next three or four years Imperial Troops, except those retained at Halifax, were withdrawn from Canada, and although this measure attracted but little notice, the impression was left that the Dominion must henceforth rely on her own resources. The growing importance of the Confederation compelled advances in organization. It was enacted that the command of the Canadian Militia should be held by an Imperial general officer; and in 1876, the Royal Military College was established at Kingston. This admirable institution for the highest military education, had turned out by the end of 1884, ninety-eight graduates, of whom thirty-four had accepted commissions in the British army, mostly in the Artillery and Engineers. The course is four years. The remainder are, on passing, gazetted as Lieutenants in the Militia of Canada, and are now permeating the Service in increasing proportions, some of them becoming officers of the other Schools of Instruction afterwards established.

These latter are also the nuclei of a small permanent force. They consist of A, B, and C Batteries of the Regiment of Canadian Artillery, quartered respectively at Quebec (city), Kingston, and Victoria (British Columbia).

A, B, and C Schools of Instruction for Infantry, stationed respectively at Fredericton (New Brunswick), St. John's (Quebec Province), and Toronto. Another is to be established at London (Ontario).

The Cavalry School at Quebec and a Mounted Infantry School at Winnipeg.

Military Schools under regular regiments then quartered at Quebec, Montreal, Kingston, Toronto and London, had been established as early as 1864, and for six or seven years did good service in imparting military knowledge to a large number of officers; but the course of the more recent permanent institutions is longer and more thorough, and their influence is every year more perceptible in permeating the Militia with officers of superior attainments.

The Volunteer Militia Force of Canada now consists (besides the above "Permanent Corps") of seven "Provisional Regiments," two squadrons, and four independent Troops of Cavalry; one Brigade and sixteen

English boots are made on iron lasts, while those in Canada and the United States are made on wooden lasts. This latter fact accounts for the frequent changes that are made in the styles of boots in America.

Batteries of Field Artillery : five Brigades and fifteen Batteries of Garrison Artillery ; three Companies of Engineers : one Battalion of Foot Guards, and ninety-four Battalions and four or five independent Companies of Infantry—a total of 36,520 officers and men.

The Reserve consists, by law, with certain exemptions, of the whole able-bodied male population, classified according to age and family circumstances.

The North-West Mounted Police, some 500 strong, although essentially military in its armament, discipline and organization, goes for a Civil Force, and is not under the Minister of Militia.

The character of the Canadian Militia, always well sustained, was brilliantly emphasized last year in the suppression of the utterly unjustifiable insurrection promoted by the malefactor who has been made to pay the forfeit due for two rebellions, and the loss of many valuable lives.

At one of the worst periods of the year, when cold is aggravated by the first spring thaw, with long gaps in the railway communication to be marched over through half-melted snow, or half frozen slush, they marched with unflagging cheer to encounter a foe of the type most trying to the soldier—the perfect adept at bush fighting. Courage in action was commensurate with fortitude under hardship, and the brilliant result was enhanced by the absence of Imperial Troops, although assured by the skill and experience of a veteran Imperial Commander.

Canadian Militia officers "pure and simple," however, (one of them in command of a separate column) contributed fully to the successful issue, which was again the ultimate consequence of the vigor and capacity of the Minister of Militia, whose admirable administration in the crisis almost dismissed the hostile criticism on that head of an opposition which, later, was not ashamed of a futile endeavor to make political capital out of the scaffold of Regina.

It is significant of the community of interests of the two distinct nationalities embraced by the Confederation that the best and ablest Canadian Ministers of Militia have been Frenchmen. Canadians do not perhaps, particularly care for the multiplication of Imperial honors, but as things are, the Canadian public is more than satisfied that the Queen has been pleased to recognize, by the order of St. Michael and St. George, the perspicuous merit and services of Sir Adolphe Caron, whose reputation it is perhaps not too high a compliment to couple with that of Sir George Cartier.

EDUCATION IN THE MARITIME PROVINCES.

In selecting a home for himself and his posterity, a man should ask himself, what educational advantages each of the various fields for immigration possesses. Not only is this important in its direct bearing upon the well-being of his children, but it furnishes a means of testing the purity and wholesomeness of the social, moral, and intellectual atmosphere in which he will be called upon to live. Given a country in which all stages of education are attainable by the unaided efforts of the poorest individual, a public school system thoroughly unified and harmonious in the working of its various parts, a body of well trained and earnest teachers, a healthy public sentiment manifesting itself in the attendance of twenty per cent of the population at school, one may with confidence rely upon the presence of an intelligent, law-abiding community.

The late Dr. Ryerson, whose name is more closely connected than any other with the history of educational progress in Canada, laid down the principle that a system of public education should be fitly symbolized by a man standing with one foot in the gutter and the other in the university. Keeping this ideal before them, the legislatures of the different provinces of Canada have all succeeded in building up school systems that may fearlessly invite comparison with those of any other country. As our remarks must be of limited length, and chiefly confined to the maritime provinces of Nova Scotia, New Brunswick and Prince Edward Island, we shall proceed to make a rapid sketch of the condition of primary, secondary, and higher education in these provinces.

So liberally do the legislatures and county councils contribute to the expenses of education that by levying a very moderate local school-tax, even a sparsely settled district can afford educational facilities. The extent to which the people appreciate their privilege in this respect may be judged from the last reports of the Superintendents of Education for the three provinces, which show that in New Brunswick one in 5.63 of the population attended school during 1885, in Prince Edward Island one in 5, and in Nova Scotia one in 4.2. Nothing stronger could be said as to the quantity of public instruction—its general dissemination; we have now to consider its quality. Among the agencies which tend to increase the efficiency of a teacher and the effectiveness of his work might be reckoned teachers' associations, a carefully graded course of study extending from the infant classes to the University, well selected text-books, and the thorough inspection of schools. But the most important of all is the Normal School, in which teachers study the science, and practice, under efficient supervision, the art of teaching. Each of the Maritime Provinces has its Normal School, which gives candidates for the difficult position of teacher a thorough training in the principles of education, and stimulates them to further study in the literature of their calling.

Next above the common schools, in which the ordinary English branches are taught, stand the County Academies, Grammar, High or Superior Schools as they are variously called. In those, while most of the subjects of the common school course are continued, several of the higher branches are added, such as Classics, Modern Languages, and the Natural Sciences. There are in Nova Scotia eighteen Academies, and in New Brunswick seven Grammar Schools, besides a large number of Superior

Schools, in which the higher branches are studied. In these as well as in the Common Schools, strenuous efforts are being made to satisfy the requirements of those who intend to pursue a College course, and also to meet the increasing demand for industrial education. The secondary schools form a connecting link between the primary schools and the universities, the work of the course leading up to the various examinations for matriculation in Arts, Law, and Medicine, or to those for teachers' licenses.

The top story of the educational structure is occupied by the University. Of these there are two in New Brunswick and four in Nova Scotia, the attendance at which is steadily increasing, the number attending two of the leading Nova Scotian colleges last year being two hundred and thirty-seven. We have already exceeded the prescribed length of this article, and we have only room to say that the universities of these provinces furnish a worthy key stone to the arch of public instruction. The whole system of education is thoroughly uniform, and although at the time of the introduction of the Free School Act, it did not meet with general public approval, the experience of the past twenty years has shown the people its many benefits.

The labors of Dr. Forrester in the cause of Free education and the statesmanship displayed by Sir Chas. Tupper in securing legislative sanction to such a grand reform will ever be remembered with gratitude by Nova Scotians.

THE YIELD AND VALUE OF CEREALS IN THE MARITIME PROVINCES, THE LIVE STOCK INTERESTS AND DAIRY PRODUCTS.

After careful study of the census returns of Canada for 1881, I have selected for publication in the Exhibition number of THE CRITIC those statistics, which show the yield of our farm products, the number of our horses and cattle, and the value of our milch cows and dairy products. These I have carefully tabulated and prepared, so that your readers can see at a glance the acreage under cultivation for the respective crops, with the value of the products, the number and value of our horses, cattle, sheep and swine, with full data as to the dairy industry. These statistics I have given separately for the Provinces of Nova Scotia, New Brunswick, and Prince Edward Island, so that each Province may be fairly represented. The grand totals are the aggregates for the three Maritime Provinces. In this new country, it can scarcely be expected that agricultural pursuits are carried on according to the improved scientific methods adopted in England and on the continent; but it may be safely affirmed that our progress during the past twenty years has revolutionized our old-fashioned ideas of farming. We now realize the absolute necessity of possessing a theoretical as well as a practical knowledge of Agriculture; and already, our farmers have become fully alive to this value of this knowledge. The drainage of land, the rotation of crops, and the use of fertilizers, are now as essential to successful farming in the Maritime Provinces, as they have been for years in England. We have still open for settlement, in the three Provinces I am treating of, thousands of acres of ungranted land; and if the English tenant farmer, bearing this in mind, and remembering that the statistics that are appended, regarding the products of the farm, have been compiled without respect to the manner in which the land was cultivated, will give table "A" the close perusal it deserves, I feel confident that he will think twice before making up his mind to seek a new home in other and more distant colonies.

WHEAT.

In table "A" will be found the quantities of the leading cereals only, and the average yield per acre of the wheat crop alone is designated. I would inform your readers that considerable quantities of rye, Indian corn, and linseed, are produced as well.

I feel genuine pleasure in placing before the public, in this permanent form, the fact, that our wheat yield averages more than twelve bushels per acre, rising in Prince Edward Island to thirteen bushels. The large yield of this crop in our North-West with equally large surpluses in the United States, by which we have cheap bread, has not stimulated the growing of wheat in this section. We must, however, with the lesson demonstrated by the wheat statistics, cease our complaints as to the country being unsuited to its production, remembering that England, aided by the best cultivation of modern times, exhibits but an average yield of from twelve to fourteen bushels per acre.

We have placed in our valuation (not furnished by the census returns), the prices for each cereal as low as the market prices have ruled for two or three years.

ROOTS.

In root crops I have made no distinction as between turnips and a great variety of roots, such as mangel wurtzel, beets, carrots, parsnips, onions, and others of this description, which are raised in large quantities, and excellent yields obtained, both in fields and gardens, in all parts of the Provinces.

The potato is priced at 1s. 3d., (30 cts.) per bushel, and I would direct special attention to the fact, that in Prince Edward Island, the yield is 336.18 bushels to each family.

DAIRY COWS, BUTTER AND CHEESE.

It will be observed, that for convenience and comparison, we have tabulated milch cows and dairy products together. Let it be noted, that in the second section of table "B" is to be found the butter product for the

THE CANADIAN CRITIC.

cence year, which is 15,681,151 lbs. At 1 shilling (25 cts) per lb., the value is £805,538 8s. 6d. (\$3,929,287). The cheese product is—870,009 lbs., which at 5d. (10 cts) makes £18,494 8s. (\$87,006); adding together the products, we have £824,786 4s. 6d., (\$4,007,293). Again, allowing 25 per cent. for the increase during the last five years, a low estimate, the value for the present year, would be £1,029,407 7s. 11d., (\$5,009,116). To these figures should be added an equal amount for milk consumed in cities and towns, as well as on the farm, as it is generally conceded that one half of the milk supply is disposed of in this way. This makes a grand total—allowing 10 lbs. of milk for one of cheese, and 25 lbs. for one of butter—£2,058,540 16s 5½d., (\$10,018,232). In the year 1881, we owned 287,499 cows. An increase of 25 per cent. would make the number 359,376. At £6. 3s. 3½. (\$30) per head, a moderate estimate, these would be worth £2,215,331, 10s. 1½. (\$10,781,280). Putting the value of the annual dairy products and that of the cows together, the sum is £4,273,873, 6s. 7d., (\$20,790,512). To this sum must be added the money invested in dairy buildings, apparatus and machinery, and that invested in lands devoted to dairy purposes—a sum which we have no means of estimating, but which is very large. Allowing four acres per cow, worth £6. 3s. 3½. (\$30) per acre, we have the startling sum of £8,861,326, 0s. 6½d. (\$43,125,120). The buildings, machinery, etc., cannot be worth less than £2, 1s. 1½d. (\$10) per cow. Putting these sums together we have:

Annual dairy products, value £2,058,540, 16s. 5½d., (\$10,018,232)
 Value of cows..... 2,215,331, 10s. 1½d., (10,781,280)
 Value of dairy land 8,861,326, 0s. 6½d., (43,125,120)
 Value of buildings, apparatus, &c..... 738,445, 4s. 1½d., (3,593,760)

Total..... £13,873,634, 11s. 2½d. (\$67,518,392)

I do not for a moment wish to convey the impression that our dairy interests are largely developed. On the other hand, they are capable of unlimited extension.

REPORTS.

Our review of the productions under consideration would be incomplete, were we to omit a reference to our exports. I am not in a position, however, to supply these, excepting for the Province of Nova Scotia. And shall do so by comparing the export value of last year with that of 1875—

| | | |
|----------------------------|---------------------------------|---------------------------------|
| | 1875. | 1885. |
| Animals and their products | £106,534, 17s. 3d., (\$518,671) | £200,978, 18s. 1d., (\$944,764) |
| Agricultural products | 37,570, 0s. 0d., (\$187,850) | 114,263, 13s. 8½d., (\$572,907) |

These figures exhibit a fair increase when judged of by prices. Instead of 11 5 per cent. of the total exports, as in the first year named, it was 16 per cent. in the year 1885. Relatively to each other, these exports show an increase of 63 8 per cent. over what they were in 1875.

A. C. MACDONALD

TABLE A.—FIELD PRODUCTS.
 PROVINCE OF NOVA SCOTIA.

| | Wheat. | Barley. | Oats. | Peas and Beans. | Buckwheat. | Potatoes. | Turnips and other Roots. | Hay. | Grass and Clover Seed. |
|-------------------------------------|---------------|-----------|--------------|-----------------|-------------|-------------|--------------------------|----------------|------------------------|
| Acres | 41,855 | 228,748 | 1,873 113 | 37,221 | 339,718 | 60,102 | 1,336,711 | 519,936 | 8,128 |
| Bushels | 529,281 | | | | | 7,378,337 | | Tons 1,597,781 | |
| Average bushels per acre | 12 6 | | | | | 120 9 | | 1 15 | |
| Value in £ and in \$ | £110,120 1 4½ | 28,211 17 | 183,951 0 0½ | 5,745 19 2 | 33,532 18 4 | 454,832 1 1 | 82,399 18 7½ | 1,228,214 7 7½ | 1670 2 9 |
| Quantity in bushels per each family | 6 65 | 2 87 | 23 53 | 0 47 | 4 27 | 2,213 516 | 401,013 | 5,977,810 | 8,128 |

PROVINCE OF PRINCE EDWARD ISLAND.

| | Wheat. | Barley. | Oats. | Peas and Beans. | Buckwheat. | Potatoes. | Turnips and other Roots. | Hay. | Grass and Clover Seed. |
|-------------------------------------|--------------|-------------|---------------|-----------------|-------------|--------------|--------------------------|----------------|------------------------|
| Acres | 41,942 | 118,368 | 3,538,219 | 3,169 | 90,453 | 39,083 | 1,200,000 | 119,936 | 15,247 |
| Bushels | 546,986 | | | | | 6,042,191 | | Tons 1,437,791 | |
| Average bushels per acre | 13 | | | | | 154 | | 1 12 | |
| Value in £ and in \$ | £112,394 7 8 | 14,716 8 9½ | 290,812 7 11½ | 488 4 4½ | 9,303 9 10½ | 374,451 16 4 | 73,972 12 0½ | 295,460 19 2 | 3,182 17 6½ |
| Quantity in bushels per each family | 30.43 | 6.64 | 198.87 | .17 | 5.03 | 3,361.8 | 69 | Tons—8 | 0.85 |

PROVINCE OF NEW BRUNSWICK.

| | Wheat. | Barley. | Oats. | Peas and Beans. | Buckwheat. | Potatoes. | Turnips and other Roots. | Hay. | Grass and Clover Seed. |
|-------------------------------------|--------------|--------------|--------------|-----------------|------------|---------------|--------------------------|----------------|------------------------|
| Acres | 49,335 | 84,183 | 3,297,534 | 43,121 | 1,587,223 | 51,362 | 1,149,340 | 395,494 | 7,257 |
| Bushels | 521,956 | | | | | 6,042,191 | | Tons 1,412,104 | |
| Average bushels per acre | 12 0 | | | | | 135 | | 1 05 | |
| Value in £ and in \$ | £107,251 4 8 | 10,378 15 2½ | 271,040 1 4½ | 6,645 4 1½ | 163,070 15 | 429,104 11 2½ | 70,849 18 7½ | 502,752 6 8½ | 1491 8 3½ |
| Quantity in bushels per each family | 9.16 | 1.48 | 87.90 | .76 | 27.87 | 2,088,304 | 344,803 | 4,121,040 | 7,257 |

TOTALS FOR NOVA SCOTIA, NEW BRUNSWICK, AND P. E. ISLAND.

| | Wheat. | Barley. | Oats. | Peas and Beans. | Buckwheat. | Potatoes. | Turnips and other Roots. | Hay. | Grass and Clover Seed. |
|-------------------------------------|---------------|-----------|--------------|-----------------|--------------|--------------|--------------------------|----------------|------------------------|
| Acres | 124,133 | 432,299 | 8,708,866 | 83,810 | 2,017,399 | 149,657 | 3,696,060 | 1,035,286 | 30,632 |
| Bushels | 1,698,193 | | | | | 27,381,594 | | 1,153,525 | |
| Average bushels per acre | 13 8 | | | | | 183 | | 1 10 | |
| Value in £ and in \$ | £348,943 18 4 | 53,295 17 | 715,797 2 5½ | 12,885 | 207,266 14 3 | 128,637 2 0½ | 227,222 17 6½ | 2,370,258 18 1 | 6,294 4 11 |
| Quantity in bushels per each family | 11.68 | 2.59 | 3,483,646 | 02.707 | 1,008,698 | 6,114 478 | 1,103,518 | 11,635,260 | 30,632 |

Grand Totals—Acres for Wheat, Potatoes, and Hay, 1,629,036; Bushels, 37,038,640. Tons, 1,137,526; Value, £5,198,365 1 4½—(\$25,298,710).

TABLE B.—FARM ANIMALS.

| Provinces. | Horses. | Oxen and other Horned Cattle (not Milch Cows). | Sheep. | Swine. |
|----------------------|---------|--|---------|---------|
| Nova Scotia | 46,044 | 187,964 | 377,801 | 47,266 |
| Prince Edward Island | 25,182 | 44,827 | 166,496 | 40,181 |
| New Brunswick | 43,957 | 108,595 | 221,163 | 53,087 |
| Totals | 115,183 | 341,386 | 765,460 | 140,534 |

MILCH COWS AND DAIRY PRODUCTS.

| | Cows. | Value in £ and in \$. | lbs. Butter. | Value in £ and in \$. | lbs. Cheese. | Value in £ and in \$. | Total Values for Nova Scotia, P. E. Island, and New Brunswick. |
|----------------------|---------|-----------------------|--------------|-----------------------|--------------|-----------------------|--|
| Nova Scotia | 187,639 | \$248,459 11 11 | 7,465,285 | 383,490 12 4 | 591,635 | 10,307 17 6½ | Horses... 61,793,798 1 7½.. \$8,062,810 |
| Prince Edward Island | 45,896 | \$4,129,170 | 1,088,690 | 1,868,321 | 196,270 | 4,032 18 10½ | Oxen &c. 2,063,338 7 1½.. 10,041,580 |
| New Brunswick | 103,965 | \$22,914 7 8 | 6,527,176 | 86,747 12 7½ | 172,144 | 19,627 | Sheep... 796,300 10 5... 3,827,300 |
| Totals | 287,499 | \$27,497,800 2 2½ | 15,081,151 | 335,300 2 8½ | 870,069 | 17,877 18 10½ | Swine... 230,998 7 1½.. 1,124,192 |

Grand Total ... £7,470,035 15 10½.. \$36,688,146
 Add Total Value Cereals 5,198,365 1 4½.. 25,298,710
 Making a Gross Total of..... 12,668,400 17 2½.. 60,986,856

THE DAIRY INDUSTRY.

A man may live upon land which covers a gold mine and never be aware of the existence of the untold wealth beneath him. Similarly, in Agriculture a farmer may go on year after year pursuing a system of farming utterly unadapted to the land he works, and never perceive his mistake—never see that there is another branch of Agriculture more suited to his surroundings, and which if followed out would enrich him fourfold more rapidly than that system which he is at present engaged in. It is thus with the farmers in many districts of Nova Scotia. These men continue season after season, raising hay, beef, mutton, wool and fruit, and apparently seem utterly oblivious of the fact that they live in one of the best dairy countries the sun shines upon.

Nature has very wisely diversified the surface of our fair Province. She has made certain localities capable of producing certain things, and she has so ordained it that the material adapted to a given extent of country is there susceptible of the most perfect development. In one portion of the Province the soil and climate are such that fruit—more particularly apples—can be grown, which have few equals and no superiors in the world. In other parts of the country, where high, dry, rolling land exists, are found the best sheep pastures in America. Bounteous crops of potatoes can be grown in other districts. Our inexhaustible dyked lands are unrivalled for hay-producing qualities, and hence in these localities beef raising is the branch to be adopted, while, as mentioned before, there are other parts of the country where dairying can be carried on most profitably.

Nova Scotia was not primarily an agricultural country. Her rich mines and the vast number of valuable fish which swarmed her waters, were first to attract the early settlers, but as the Province became more populated, greater attention was, as a natural consequence, turned to the tillage of the soil, which soon proved itself to be unrivalled for its strength and productivity. We gain some idea from Longfellow's poem, "Evangelino," of the thrifty condition of the farmers in the days of the French Acadians. Read for instance the beautiful description of the farms "In the Acadian land, on the shores of the Basin of Minas."

"Distant, secluded, still, the little village of Grand Pré,
Lay in the fruitful valley. Vast meadows stretched to the eastward,
Giving the village its name, and pasture to flocks without number.
Dikes, that the hands of the farmers had raised with labor incessant,
Shut out the turbulent waves; but at stated seasons the floodgates
Opened, and welcomed the sea to wander at will o'er the meadows.
West and south were the fields of flax, and orchards, and corn fields,
Spreading afar and unfenced o'er the plain.

Bursting with hay were the barns; themselves a village."

Dairying, in a primitive condition, existed at this early date, for we read farther on in the same poem, that

"Patiently stood the cows meanwhile, and yielded their udders
Unto the milkmaid's hand; whilst loud and in regular cadence
Into the sounding pails the foaming streamlets descended.
Lowing of cattle and peals of laughter were heard in the farm yard,
Echoed back by the barns, anon they sank into stillness."

The condition of the dairy business in Nova Scotia to-day is not so flourishing as it was ten or twelve years ago. This is due to certain causes which I will mention farther on.

The first cheese factory in the Province was established at Paradise, Annapolis Co. in 1870. Four years later there were seven factories in this one county, in a section of country twenty-five miles long and four wide, consuming the milk of 1500 cows, and yielding an annual revenue of £8630 2s. 9d. (\$42,000.00.) But as the market for cheese at that time was merely local, the supply soon exceeded the demand, and consequently the markets were glutted, farmers became discouraged and gave up the dairy business. The situation of affairs at this stage calls to mind the story indicative of the extent of the apple market some years ago in this Province, when, it is stated, that if a farmer carrying a small box of fruit in his wagon, drove into Halifax on the same day as a brother agriculturist with a similar quantity of fruit, apples immediately became a drug on the Halifax market. Compare this with the immense traffic in apples at the present time.

The establishment of creameries in this Province would prove a good investment to the owners. First-class butter always commands good prices in the local markets, and in my opinion there is a grand field in the West Indies for a good quality of butter. There is no limit to the market for butter, i. e., first class butter manufactured in Nova Scotia. One shilling (25c.) per pound is easily obtained in the local markets for a prime article. I have in my mind an instance of one dairyman in Annapolis Co., who sends his butter a distance of over a hundred miles by rail to the Halifax market, and receives one shilling per pound for his butter, the buyers paying the shipping expenses, etc.

Non-cooperation and want of organization among the dairymen at the time of the inception of the dairy industry in the Province has been the chief cause of its slow advancement. But now, I am pleased to say, we have a Provincial Dairyman's Association, embracing among its members agriculturists as well as public men throughout the length and breadth of Nova Scotia Proper and Cape Breton. The Association was formed about two years ago, and has for its object the cooperation of the farmers engaged in dairying, in order to better enable them to develop the opening of foreign markets for butter and cheese, manufactured under improved processes.

The Association, even in the short time it has been in existence, has done a vast amount of good in awakening interest in this vitally important industry. As an instance of the increasing interest in the dairy business, a few days ago I received a communication from a prominent gentleman of

Ontario, who is engaged in operating twenty eight or thirty cheese factories, mostly owned by himself, asking the advisability of selling out his business in that Province, and establishing a similar number of factories in Nova Scotia. Communications such as this show "which way the wind blows." There is a grand field for good, energetic, pushing and capable dairymen in this fair Province.

Nowhere can you find grass more rich, juicy, and succulent, than that which grows naturally on the pasture lands of this "Province by the sea." What with the immense yield of nutritious hay grown on our dykes, and the bountiful crops of grain and roots produced on the uplands, we have no lack of feed. Couple with this the inexhaustible supply of pure water at our disposal, our favorable climate, and lastly the almost limitless markets at our very doors, and you have in Nova Scotia a dairy country unexcelled and almost unequalled in the world.

Then again, consider the immense advantage we have over the farmers of the West in being one thousand miles nearer the consumers in the Old World. This in view of the railway freights is an incalculable advantage.

Good dairy stock is easily obtainable and at very small prices in Nova Scotia. While there are very many herds of excellent thoroughbred Jerseys, Ayrshires, Guernseys, Holsteins and Devons, scattered over the Province, we have an excellent animal for the dairy in that small, active, wiry, good milking, and good foraging stamp of cow generally known as the "Common Canadian." Prof. Wm. Brown, of the Ontario Agricultural College, gives in his last report an interesting account of 221 microscopic observations of the size of the butter globules of the milk of twelve different breeds of cattle, with the result that the "Common Canadian" cow ranks third on the list.

In conclusion, the outlook for the Dairy Industry in Nova Scotia is most promising. Dairy men are once more taking courage, and in a very short time we may expect to see the business assume the proportions which the surroundings warrant.

PAUL C. BLACK.

THE FRUIT INDUSTRY.

APPLES, PEARS, PLUMS, AND CHERRIES.

The soil in many sections of Nova Scotia is admirably adapted to the growing of fruit-trees, such as the apple, pear, plum, quince, and cherry. This is especially true of that part of the country lying along the Strait of Northumberland, of the valley of the Avon in Hants County, of the Northern section of Queen's and of portions of Yarmouth and Digby Counties. While each of these sections may, as regards climate and soil, possess peculiar advantages for the production of one or more special varieties, the valleys of Cornwallis and Annapolis are unquestionably the best apple-growing districts in the Province. The flavor and quality of these Nova Scotian apples are not excelled by those produced in any part of the world. These valleys, which extend through the counties of King's and Annapolis, practically form one continuous valley, 70 miles in length, and from 2 to 6 in width, which is destined to become one vast orchard. It has only been within the last few years that the farmers in this region have learned to understand the value of the apple interest, and although the country thereabout is pretty well settled, fully one-half of the land is not yet taken up, while the low picturesque mountains which skirt the valley on either side and which are well adapted to sheep grazing have not yet been utilized.

PROFITS OF THE INDUSTRY.

In addition to the apples disposed of in our home markets and those used in the manufacture of cider, upwards of 100,000 barrels are now annually exported from the province. A large proportion of these are sold in the English markets, netting to the producer from \$1.00 (4 shillings) to \$4.00 (16 shillings) per barrel. The remunerative nature of the apple industry may be easily estimated, when it is understood that one acre of land will support forty apple-trees, and a fair average crop is five barrels per tree, making 200 barrels per acre, which gives at the lowest estimate \$200.00 (£40) per acre, clear of all expenses. Pears and plums have as yet only a limited cultivation, but young orchards of these trees are now being planted from which great results are expected. Even at present thousands of barrels of these finer fruits are annually exported and judging from their ready sale the market appears to be practically limitless. Cherries are produced in large quantities at Bear River and other portions of Digby County.

The fine English varieties, the keeping qualities of which are good, are readily marketed at good prices.

Nova Scotia has had for many years a well organized fruit growers' Association, and to the efforts of the members of this Society is largely due the general and growing interest in fruit culture. The Association meets quarterly for the discussion of topics in which fruit-growers are interested, so that our farmers are now generally well informed as to the kinds of fruit which can best be grown in the country, and the keeping qualities of the different varieties. In New Brunswick, fruit of fine flavor is produced in the Valley of the St. John and in the Sussex Vale, and there are many parts of Prince Edward Island which are admirably adapted to fruit culture. The fruit industry of this country is, as yet, in its earlier stages of development, but it bears promise of yet becoming one of the most important industries of the province. To the scientific agriculturist having a taste for fruit culture, Nova Scotia offers a field for settlement untraversed in any portion of the globe.

A. McN. PATTERSON.

IMPORTANT CITIES AND TOWNS IN EASTERN CANADA.

A Brief Sketch of the Leading Business Firms and Manufacturing Houses.

HALIFAX, N. S.

As Halifax is one of the most important seaports in the Dominion of Canada, many of its merchants and business men are interested in shipping, and we therefore give their names the precedence in this brief review.

The branch house of the widely known firm of Messrs. S. Cunard & Co. does a large business in ship brokerage, and deals extensively in coal. In addition to the management of the Cunard steamers, this firm has the Halifax agency for the Allan line of mail steamers, and for several lines of freighters.

Messrs. A. G. Jones & Co. are agents for the Dominion line of steamers, and own a considerable fleet of fine sailing vessels, which are employed in the West India trade.

Mr. Wm. Roche, jr., is a steamship agent, and does a large business in supplying steamers that call for coal while en route between European and United States ports.

Mr. E. P. Archbold also does a very large domestic and foreign coal trade.

Among the leading private bankers and stock brokers of Halifax are Messrs. W. L. Lowell & Co. and Mr. J. C. Mackintosh. The former are agents for several of our most productive gold mines, purchasing a large portion of the gold produced in the country.

Messrs. Auston Brothers hold the agencies for many of the best manufacturers of railway and colliery supplies.

Mr. H. H. Fuller has always on hand one of the largest stocks of hardware, agricultural implements, and mining supplies in the Maritime Provinces.

Messrs. William Stairs, Son and Morrow, and Messrs. Black Bros. are long-established wholesale hardware firms. Together, they control the largest portion of the supply trade in this line in Nova Scotia. Each firm has also many customers in other Provinces, and controls large shipping interests.

Mr. J. E. Wilson is the Halifax agent for the Yarmouth and the Windsor stove foundries. He deals also in ships' castings, and household hardware generally.

Messrs. J. S. Maclean & Co., Esson & Co., and John Tobin & Co. each do an extensive wholesale business as grocers and provision and commission merchants.

Mr. James Scott, of the Army and Navy Depot, conducts a large retail business in choice groceries and wines. His place is familiar to all visitors to Halifax, whether they come for trade purposes or as tourists.

Mr. H. F. Worrall, commission merchant, has built up a large and extensive business, dealing in the most choice and popular brands of flour.

Mr. D. Cronan carries on a very extensive trade with the West Indies.

Messrs. Brown & Webb are the largest wholesale druggists in the Maritime Provinces. All drugs known to the medical science are kept in stock. Perfumeries are likewise sold by them.

Putner's Emulsion of Cod Liver Oil, manufactured by W. H. Simson, has very many endorsers.

Messrs. J. E. Morse & Co., wholesale dealers in teas of all kinds, do an extensive business throughout the Maritime Provinces.

In both the wholesale and retail dry goods trade, Mr. B. A. Smith, Messrs. Neal, White & Co., and Messrs. Anderson, Billing & Co., occupy leading positions.

Messrs. A. & W. Mackinlay, stationers, are well known throughout Nova Scotia, having for many years published the principal school books and works of education. Their book ruling and book binding department gives good satisfaction to the trade.

Mr. J. R. Jennett, wholesale and retail dealer in china, glass and earthenware, does an extensive business.

Messrs. A. Keith & Son, and S. Oland, Sons & Co., brewers, supply a large portion of the ale and porter used in the Maritime Provinces. They also do an extensive business in the West Indies. Their breweries are large and well equipped.

Messrs. A. Stephen & Son are probably among the largest furniture manufacturers and dealers in the Lower Provinces.

OUR BUSINESS DIRECTORY.

Our Business Directory of the Wholesale Firms and Manufacturing Establishments in the Provinces of Nova Scotia, New Brunswick and Quebec, is as yet somewhat incomplete, but we hope to be able, in the subsequent editions of our Exhibition Number, to present our readers with a more complete list of those engaged in mercantile pursuits and manufacturing enterprises.

The shortness of time at our disposal has prevented us from corresponding with a larger number of first-class houses, but we will be pleased to receive the names of any wholesale house or manufacturing firm which we have omitted, with instructions as to the respective department under which each would have their name placed. The names of all shall appear in every subsequent edition. Each edition to consist of twenty-five thousand copies.

STEAMSHIP COMPANIES and AGENTS,

SHIP-OWNERS and BROKERS.

Many of the Steamship Companies and their Agents, have gained for themselves a world wide reputation, not only for the success that has attended their lines, but also for their perfect system of management, and their attention to the requirements of the public. Our principal Ship-Owners and Brokers have successfully directed our Mercantile Marine, and have made it profitable notwithstanding the low freights.

- H. & A. Allan** (Owners Allan Royal Mail Line) **Montreal, P. Q.**
- S. Cunard & Co.** (Owners Cunard Line, Established 1802).... **Halifax, N. S.**
- A. G. Jones & Co.**..... " "
- Wm. Roche, Jr.** (Acadia Steam Coal furnished steamers immediately) " "
- Troop & Son.** (Ship-owners and Brokers)..... **St. John, N. B.**
- D. & J. Maguire** (Ship owners) **Quebec, P. Q.**
- George T. Davie.** (Ship owner and Builder) **Levis, "**
- Canada Shipping Co.**..... **Montreal, "**

WHOLESALE HARDWARE.

The following are the principal Iron Mongers of Eastern Canada who have, by their business ability, won for themselves a commercial standing and financial record that is highly respected both on this continent and in Europe.

The aid and support that the Ship Chandler has given to our ocean marine have largely contributed in placing our ships on every sea, and extending the commerce of the Dominion to foreign ports.

- H. H. Fuller & Co.** (also Mining Supplies, Estab. 1856)..... **Halifax, N. S.**
- Stairs, Son & Morrow.** (Established 1792)..... " "
- Black Brothers & Co.** (Established 1815) " "
- T. McAvity & Sons**..... **St. John, N. B.**
- W. H. Thorne & Co.** (Hardware, Metals, &c.)..... " "
- Wm. Darling & Co.** **Montreal, P. Q.**
- Beaudet & Chénie**..... **Quebec, "**
- H. S. Scott & Co.** (Wholesale and Retail)..... " "
- Audet & Robitaille,** (Ship Chandlery a specialty)..... " "
- Walker & Hanson,** (Wholesale and Retail) **Truro, N. S.**

Mr. W. H. Johnson is agent for all the best makers of pianos and organs in America, and does a very large business in this line.

Messrs. Moir, Son & Co. own and operate the Halifax Steam Bakery. They manufacture soft and hard bread, cake and biscuits, in great variety, and confectionery. At their own steam mill they grind a large portion of the flour they use.

The Halifax Brush Company manufacture very superior brushes, which find a ready sale in this market.

The Albion Hotel is pleasantly situated in a quiet part of Sackville street, near to the banks, post office, and other public buildings. It is comfortably furnished, and the proprietor, Mr. Archibald, provides an excellent table, and is very attentive to every possible want of his guests.

The Queen's Hotel, formerly known as the International, is a great favorite with business men on account of its central location.

Minard's Liniment, "the standard remedy for all aches and pains," has the largest sale in Canada of any preparation ever offered to the public. The great success attending this matchless compound in Canada and the United States encourages the proprietor to renewed efforts, and he has sent a large quantity to the exhibition, where thousands of sample bottles will be given away. Bottles of the ordinary size can be purchased at 1s. 3d. The proprietor intends shortly to manufacture Minard's Liniment in Great Britain.

ST. JOHN, N. B.

St. John, the commercial capital of New Brunswick, is beautifully situated at the mouth of the St. John River. An extended reference to this flourishing city will be found in another column. In speaking of its business firms and manufacturing establishments, we may note—

Messrs. Troop & Son, who own and control a larger number of sailing vessels than any other firm in Canada. They are, besides, ship brokers and commission merchants, and have earned an excellent reputation among ship-owners for careful attention to the business interests of their clients.

Messrs. Gilbert Bent & Sons, commission merchants, grocers, dealers in flour, grain, provisions, pickled and dried fish, and fishing supplies, have been doing business on South Wharf since 1843. They are widely and favorably known in trading and fishing circles, as well as among business houses throughout Canada.

Messrs. Tippet, Harditt & Co. hold the agencies for several leading manufacturers of agricultural implements on both sides of the Atlantic. A farmer can "fit out" a farm of any size at short notice from their immense stock, and be sure of getting just what he wants at reasonably low prices. They have branch establishments at Charlottetown, P. E. I., and at Amherst, N. S.

Messrs. T. McAvity & Sons are very extensive dealers in hardware of all kinds, cutlery, silver goods, etc. For variety and finish, their stock is not excelled in Canada. They, with W. H. Thorne & Co., whose large warehouses and sales-rooms are on Market Square, stand well up among the leading hardware men of the Dominion.

Messrs. Manchester, Robertson & Allison, occupy a prominent position as a dry goods firm, always having immense stocks of goods. They supply dealers in all the Lower Provinces.

Messrs. Thomas R. Jones & Co. combine with general dry goods the manufacture of ready-made clothing to a very large extent, and find a steady demand for all that they make, a fact which attests the excellence of their goods.

The old firm of J. & A. McMillan, established 1822, as booksellers, publishers and binders, has long been recognized as the great publishing house of the Maritime Provinces.

Messrs. Leonard Brothers, a young firm that engaged about a year since in the preparation of boneless fish, now claim that their sales amount to no less than 20,000 lbs per week, the greater portion of which goes to the Upper Provinces and to the North-West.

Mr. J. W. Correll's boot and shoe factory, is one of the most extensive establishments in St. John.

Mr. J. J. Munroe, trunk manufacturer, has the largest and most complete factory of the kind in the Maritime Provinces.

The drug store of Mr. R. D. McArthur was established as long ago as 1848, and has won a reputation for reliability throughout the entire Province of New Brunswick.

WHOLESALE DRY GOODS.

The following are the principal Wholesale Dry Goods Merchants of Eastern Canada. Their extensive trade relations and commercial standing have placed them foremost in the best financial circles at home and abroad.

| | |
|--------------------------------------|-----------------|
| Mackay Bros..... | Montreal, P. Q. |
| B. A. Boas & Co..... | " " |
| Gault Bros. & Co..... | " " |
| Hodson, Sumner & Co..... | " " |
| Wm. McLimont & Son..... | Quebec, P. Q. |
| P. Garneau, Fils & Cie..... | " " |
| McCall, Shebyn & Co..... | " " |
| Thibaudau Freres & Cie..... | " " |
| Manchester, Robertson & Allison..... | St. John, N. B. |
| T. R. Jones & Co..... | " " |
| Daniel & Boyd..... | " " |
| Anderson, Billing & Co..... | Halifax, N. S. |
| Neal, White & Co..... | " " |
| B. A. Smith..... | " " |
| J. F. Blanchard & Co..... | Truro, N. S. |
| J. H. Croseup & Co..... | " " |

COTTON MANUFACTURERS.

Among the principal Cotton Mills in the Dominion the following hold a deservedly high place:

| | |
|--|-----------------|
| Hochelaga Cotton Manufacturing Co..... | Montreal, P. Q. |
| Wm. Parks & Son, (limited)..... | St. John, N. B. |

WHOLESALE DRUGS and MEDICINES.

The following are the largest importers of Drugs and Manufacturers of Chemicals. The trade of most of these houses extends over the whole Dominion, while their business connections are of the safest and best.

| | |
|---------------------------------------|-----------------|
| Brown & Webb, (Established 1824)..... | Halifax, N. S. |
| R. D. McArthur..... | St. John, N. B. |
| Lyman, Sons & Co..... | Montreal, P. Q. |
| Kenneth Campbell & Co..... | " " |

PROPRIETORY MEDICINES.

The following are among the principal and justly popular Proprietary Medicines manufactured in Eastern Canada:

| | |
|---|------------------------|
| Puttner's Emulsion of Cod Liver Oil, W. H. Simson, Ph G., Prop. | Halifax. |
| Simson's Liniment, | " " " " " " |
| Minard's Liniment, (Canada's Standard Remedy) | On Sale at Exhibition. |

WHOLESALE GROCERS.

The following are the principal Wholesale Grocers of the Atlantic Provinces of Canada. These houses may be relied upon to supply goods of the best quality:

| | |
|--|-----------------|
| A. Joseph & Sons..... | Quebec, P. Q. |
| Thompson, Codville & Co..... | " " |
| Leclerc & Letellier..... | " " |
| Tees, Wilson & Co..... | Montreal, P. Q. |
| Baud, Gibson & Co..... | Halifax, N. S. |
| John Tobin & Co., (Established 1840)..... | " " |
| J. S. Marlean & Co., (Established 1855)..... | " " |
| Esson & Co., (Established 1830)..... | " " |
| Army and Navy Depot, (Wholesale & Retail, Estab. 1830) | " " |
| D. Breeze (Foreign Wines and Liquors a Specialty)..... | St. John, N. B. |
| E. E. Ayer & Co., (General Retail Grocers)..... | Moncton, N. B. |

Messrs. Manks & Co. deal in hats, caps, and furs, and always have a large assortment of the best and most fashionable goods, of English, American, and Canadian manufacture.

Mr. Thomas L. Bourke is one of the largest wholesale wine, liquor, and cigar merchants in St. John, and as his stock comprises the choicest brands of each article, he controls a business which extends all over the Maritime Provinces.

Mr. D. Broeze is one of the largest wholesale grocers in St. John. He also keeps a fine stock of wines and liquors.

St. John has reason to be proud of its manufacturing establishments, from which goods are turned out, which find a ready sale both at home and abroad.

Messrs. William Parks & Son are the only large manufacturers of cotton thread and warps in Canada, and by the excellence of their goods are constantly and rapidly extending the markets that they supply.

Messrs. Thomas Connor & Sons are large manufacturers of hemp and manilla rope and cordage, twine, etc., etc.

Alexander Stewart's "Magnat" and other soaps are well and favorably known throughout the Maritime and other Provinces.

Messrs. J. & J. D. Howe are among the leading furniture manufacturers at St. John. They employ native woods to a very large extent, and their goods are noted for their elegance of design and finish, as well as for their substantial make.

Messrs. C. E. Burnham & Sons are extensive furniture manufacturers. They also keep a full stock of furniture for retail trade.

Messrs. James Harris & Co. are large manufacturers of railway cars and wheels of the most approved descriptions; also of mill machinery, ship engines, iron knees, and pumps. It is worthy of note that the senior member of this firm, though about eighty years of age, and having been in business since 1828, is still active and attentive to business. The firm employs an average of about 200 hands, and its business is as prosperous as that of any in St. John.

In locomotives, steamboat boilers, and machinery generally, the two firms of Messrs. George Fleming & Sons and Mr. George H. Waring, both occupy prominent positions, and the excellence of the work turned out by each is indisputable.

The nail factory of Messrs. S. R. Foster & Sons turns out iron, steel, brass, copper, and zinc nails, tacks and spikes, of all sizes, and of such excellent quality that their goods find ready markets in each of the Provinces and in the West Indies.

The St. John Nut and Bolt Works were established as lately as 1881, and have from the beginning met with remarkable success. Within the past two years the volume of the business has increased fully fifty per cent, which is very creditable to the management. About forty hands are employed the year round in manufacturing machine bolts, lag screws, track bolts, nuts and washers, a specialty being rivets made from the iron of Londonderry, N. S.

Mr. James Pender is engaged in manufacturing horse-shoe nails. He has, until recently, given his chief attention to supplying the Maritime Provinces, but latterly, he has filled large orders for his goods from the West Indies, South America, Australia, and New Zealand.

Messrs. T. S. Simms & Co. are brush manufacturers on a large scale, and are rapidly increasing their trade in which the superior quality of their goods materially assists.

T. Rankine & Sons manufacture all kinds of biscuits for home and ships' use. Their products are deservedly popular. They have repeatedly taken prizes at Dominion exhibitions. Theirs is the only manufactory of the kind in St. John.

Mr. Simeon Jones' brewery is a very large and flourishing establishment. Its ales and porters are by thousands thought to be superior to the large majority of those that appeal for popular favor in that market.

The chief hotels of St. John, New Brunswick, are "The Dufferin," "The Royal," "New Victoria," and "The Clifton." No city, for its population, can boast of finer and better fitted up hotels than can St. John. Every modern improvement that can contribute to the comfort and happiness of the public has been introduced.

BISCUIT MANUFACTURERS.

With the present extensive and first-class Biscuit Works in this country it is not necessary to import any of this line of goods.

T. Rankine & Sons St. John, N. B.
Moir, Son & Co., (also Wholesale Confectionery, Est. 1815).....Halifax, N. S.
Wm. Christie, (Soft Bread a specialty)Moncton, N. B.

WHOLESALE COMMISSION MERCHANTS.

The following Commission Merchants have, by their business ability and strength, extended their business connections to nearly every home and foreign trade centre:

Tippet, Burditt & Co., (Manufacturers' Agents)..... St. John, N. B.
(Also Dealer in Agricultural Machinery of all kinds.)
Leonard Bros. (Boneless Fish a specialty)..... " "
Esson & Co Halifax, N. S.
J. S. Maclean & Co " "
H. F. Warrall, (Flour a specialty) " "
A. Fraser & Co. (Also dealer in Fresh Fish)..... Quebec, P. Q.
Verret, Stewart & Co. (Dealers in Fish and Oils) " "
A. L. Bridges & Co.....Charlottetown, P. E. I.
(This firm are the principal packers of Pork and Canned Meats in the Maritime Provinces.)

FLOUR, GRAIN and PROVISION.

The following are the principal Flour, Grain, and Provision Merchants in Eastern Canada:

J. B. Renaud & CieQuebec, P. Q.
W. & R. Brodie..... " "
Drolet & Poltras..... " "
Archer, Ledue & Co..... " "
Geo. Tanquay " "
Gilbert Bent & Sons.....St. John, N. B.
A. A. Ayer & CoMontreal, P. Q.

WEST INDIA MERCHANTS.

The following West India Merchants and Fish Dealers have, by their enterprise, built up a lucrative trade:

D. Cronan.....Halifax, N. S.
A. G. Jones & Co..... " "
Gilbert Bent & Sons, (also Fishermen's Supplies).....St. John, N. B.

WHOLESALE TEA MERCHANTS.

The following Wholesale Dealers in Teas carry on an extensive business all parts of Canada:

J. E. Morse & Co.....Halifax, N. S.
Chase & Sanborn, (Coffee a specialty)Montreal, P. Q.

SOAP MANUFACTURERS.

The manufacture of Soap in the Eastern Provinces is a comparatively new industry, but through the enterprise of the following houses the home markets are fully supplied:

Alex. StewartSt. John, N. B.
J. Barsalou & Co.....Montreal, P. Q.

QUEBEC.

Quebec, which is one of the oldest and most important seaports of Canada, is situated on the Banks of the River St. Lawrence, 400 miles from its mouth. A large trade is carried on in deals, and ship building is extensively engaged in.

Messrs. D. & J. Maguire take a prominent position as shipowners, as they possess a very large percentage of the registered tonnage of the port.

A large portion of the hardware trade is handled by Messrs. Beaudet & Clinic, H. S. Scott & Co., and Audet & Robitaille. Of these, Messrs. H. S. Scott are in both the wholesale and the retail lines, and Messrs. Audet & Robitaille make a specialty of ship chandlery.

The leading wholesale dry goods men are Messrs. P. Garneau, Fils et Cie., McCall, Shehyn & Co., Thibaudeau, Freres et Cie, and Wm. McLimont & Sons. The home and foreign trade relations of these houses are very extensive.

As grocers, Messrs. Thompson, Codville & Co., A. Joseph & Sons, and Leclerc & Letellier, each do a very extensive business.

The firms of Messrs. J. B. Renaud et Cie, W. & R. Brodie, Drolet & Poitras, Archer, Ledue & Co., and George Tanquay, annually handle immense quantities of flour, grain and provisions.

The profitable nature of the leather trade is shown by the success of Messrs. O. L. Richardson & Sons, O. Rochette, U'ric Germaine et Frere, Gideon Morency, and Felix Gourdeau. The latter also deals in raw hides and skins.

C. Rochette furnishes his customers with shoe stock in great variety.

Messrs. L. E. Trudel & Co., are heavy dealers in cow, calf and goats' hair.

Among the largest dealers and manufacturers of boots and shoes, are Messrs. J. H. Botterell & Co., John Ritchie, Marsh & Polley, Henry Griffith, and J. E. Woodley.

Messrs. Lemesurier & Sons and B. Houde & Co., are tobacco manufacturers, and the latter are also importers of pipes and cigars.

Messrs. G. B. Hall & Co., and Hall Bros. & Co., are well known in the lumber trade, while Mr. Simon Peters, in addition to dealing extensively in lumber, is a contractor, runs steam saw and planing mills, supplies doors, sashes, blinds, etc, and has an extensive box and car factory.

Among the principal furniture dealers may be named Mr. Peter Valliere.

Messrs. A. Fraser & Co. import at all seasons of the year fresh fish from the sea-board, and from the great lakes.

Among other dealers may be mentioned :—

Messrs. Verret, Stewart & Co., fish and oils, packers of pork and canned meats. In all these they do a very large business.

Messrs. E. & A. Robitaille, own and operate one of the most extensive vinegar manufactories in the Dominion.

Messrs. Robert Borland & Co., coals.

Messrs. Bisset Bros., iron founders and machinists.

Mr. F. T. Thomas, maintains an extensive china, glass and earthenware establishment.

Messrs. J. Brown & Co., rope and cordage.

Mr. Jesse Joseph, jr., paints, oils, glass, artists' materials, etc.

The St. Louis is the favorite hotel with a large proportion of the visiting public, and in every respect, so far as the comfort of its patrons is concerned, is worthy of being considered a model hotel.

In Levis, opposite to Quebec, George T. Davie is a large ship-builder and owner. His ships rank high in the Mercantile Marine of Canada.

OTTAWA.

Ottawa, which is the Capital of the Dominion, is beautifully situated on the Banks of the Ottawa River, just below the Chaudiere Falls. Here are the Parliament buildings, which are much admired on account of their massiveness and fine architectural proportions.

The principal hotels in the city are the "Russell House," kept by Mr. St. Joe; and the "Royal Exchange," kept by Mr. J. Johnson. These houses have been fitted up at large expense, and afford every comfort and security to the travelling public.

VINEGAR MANUFACTURERS.

The following are the principal Vinegar Manufacturers of Eastern Canada :

E. & A. Robitaille Quebec, P. Q.
Michel Lefebvre & Co..... Montreal, P. Q.

BANKERS and STOCK BROKERS.

The names of the following Bankers and Stock Brokers are in themselves a guarantee of reliability :

W. L. Lowell & Co., (Established 1860)..... Halifax, N. S.
J. C. Mackintosh..... " "
Wm. Weir..... Montreal, P. Q.

PUBLISHERS, BOOKSELLERS and STATIONERS.

The following leading Houses have, by their attention to business and their financial strength, gained a wide reputation throughout Canada :

J. & A. McMillan St. John, N. B.
A. & W. Mackinlay, (Established 1830) Halifax, N. S.
D. H. Smith & Co..... Truro, N. S.
Beauchemin & Valois..... Montreal, P. Q.

MANUFACTURERS and DEALERS IN LEATHER.

The following are the principal Manufacturers and Dealers in Leather in the Eastern portion of the Dominion :

D. R. Northy & Co..... Montreal, P. Q.
O. L. Richardson & Sons..... Quebec, P. Q.
O. Rochette..... " "
U'ric Germain & Frere " "
Gideon Morency " "
Felix Gourdeau (Best Price paid for Raw Hides)..... " "
(Consignments of Slaughter, Sole and Rough Leather solicited, and buyers of the same stock.)
C. Rochette, (Wholesale Shoe Stock) Quebec, P. Q.
L. E. Trudel & Cie., (Dealer in Cow, Calf and Goat's Hair) " "

BOOT and SHOE MANUFACTURERS.

The Boots and Shoes turned out by the following firms are admitted to be of the best, while the material used is of superior quality :

J. M. Botterell & Co..... Quebec, P. Q.
John Ritchie " "
Marsh & Polley..... " "
Henry Griffith " "
J. E. Woodley..... " "
J. W. Correll..... St. John, N. B.
Ames, Holden & Co..... Montreal, P. Q.
J. & T. Bell..... " "
Jas. Linton & Co..... " "

MANUFACTURERS OF PIANOS & ORGANS,

— ALSO —

DEALERS IN MUSICAL INSTRUMENTS.

The following are the principal Manufacturers of and Dealers in Organs and Pianos :

W. H. Johnson..... Halifax, N. S.
Lavigne & Lajoie..... Montreal, P. Q.
Truro Organ Factory..... Truro, N. S.

MONCTON, N. B.

Moncton, which contains the Government railway works, is the centre of the Intercolonial railway system. Its growth during the past few years has been very rapid.

The Record Foundry Company makes a specialty of stoves, in which line it has gained quite a reputation. It also does a considerable trade in castings and other iron work.

The Hotel "Brunswick" is an excellent house; in it the visitor can be sure of good meals, comfortable rooms, and prompt attendance.

Messrs. Miles & Brownwell carry on an extensive furniture manufactory and do a large trade.

E. E. Ayer & Co. carry a full assortment of every description of groceries, and are gaining a large trade.

Wm. Christie is a baker of very excellent soft bread, biscuits, etc.

AMHERST, N. S.

Is a fine town, situated on the Intercolonial Railway, equi-distant from Halifax and St. John. It is a flourishing centre of trade, and its population is rapidly increasing.

At Amherst is established the factory of the pushing and enterprising firm of Messrs. Rhodes, Curry & Co., in which doors, sashes, and all other wooden fittings that go into the construction of a modern building are neatly and rapidly turned out, and supplied to customers in every portion of eastern Canada. The firm also contracts for the erection of churches, dwellings, warehouses, mills, etc., and can point with pride to their work in this line in many cities and towns in New Brunswick, Nova Scotia, Prince Edward Island, etc. The work of this firm may be seen at the Exhibition.

Messrs. A. Robb & Co., founders and machinists, have facilities which enable them to turn out the heaviest iron and steel castings. They are also largely engaged in repairing railway locomotives, cars and other machinery. Their work is constantly increasing, and they are preparing to meet the growing demands of the trade.

TRURO, N. S.

Truro is an enterprising town, situated on the I. C. R., 61 miles from Halifax. It is surrounded by a magnificent farming country, and has already become an important manufacturing centre.

Messrs. J. F. Blanchard & Co., and J. H. Croscup & Co., each do an extensive business in dry goods, and their patrons find that they can buy as cheaply of them as elsewhere.

The Truro Foundry and Machine Company make a specialty of making and repairing mining machinery, boilers, and engines.

In wholesale and retail hardware, Messrs. Walker & Hanson take a leading position, and having a considerable section of country to supply, are doing an excellent business.

The Truro Organ Factory has been established some years, and its instruments give thorough satisfaction wherever they are introduced. A constantly increasing demand assures the permanent success of the Company.

Messrs. D. H. Smith & Co., have a large and varied stock of books, stationery, periodicals, etc., and are pushing their business.

In Mr. George A. Christie's factory, furniture, well and substantially made, is produced. Building materials are also turned out in large quantities.

Truro is well supplied with good hotel accommodation. Among the oldest and best may be mentioned the Prince of Wales, kept by Mr. A. L. McKenzie; the Parker House, kept by Mr. Schroedor; and Winan's Hotel, kept by Mr. Winans. In all of these the comfort of the guests is the chief concern of the proprietors.

ROPE and CORDAGE MANUFACTURERS.

These important Manufacturing Works, though of but recent date, have demonstrated the fact that our people are quite capable of successfully carrying on large and important ropewalks.

- J. Brown & Co.....Quebec, P. Q.
- Thos. Connors & Sons.....St. John, N. B.
- Dartmouth Ropework Co.....Halifax, N. S.
- J. A. Converse.....Montreal, P. Q.

TOBACCO MANUFACTURERS.

The following are the principal Tobacco Manufacturers of Eastern Canada:

- Lemesurier & Sons.....Quebec, P. Q.
- B. Houde & Co. (Importers of Pipes, Cigars, &c.—Tobacconists) .. " "
- Adams Tobacco Co.....Montreal, P. Q.
- W. C. McDonald....." "

LUMBER MANUFACTURERS.

The following Wholesale Manufacturers of Lumber do a large trade:

- G. B. Hall & Co.....Quebec, P. Q.
- Hall Bros. & Co....." "
- Simon Peters, (Also Contractor)....." "
- (Steam, Saw and Planing Mills; Door, Sash, Blind, Box and Car Factory)
- Rhodes, Curry & Co., (Building Materials, also Contractors) Amherst, N. S.

FURNITURE MANUFACTURERS and DEALERS.

The Furniture Manufacturers and Dealers in Eastern Canada now control the home markets.

- McGarvey, Owen & Son.....Montreal, P. Q.
- Peter Valliere.....Quebec, P. Q.
- C. E. Burnham & Sons.....St. John, N. B.
- J. & J. D. Howe....." "
- A. Stephen & Son.....Halifax, N. S.
- George A. Christie, (Also Building Materials).....Truro, N. S.
- Miles & Brownell.....Moncton, N. B.

COAL MERCHANTS.

From the first inception of Coal Mining in this country, one of the most important of our national industries, the trade has been controlled by the best and most reliable men in our great commercial centres. The following are the names of the Agents for the principal Collieries:

- S. Cunard & Co. (Bunker Coal supplied to ships).....Halifax, N. S.
- E. P. Archbold....." "
- Robt. Borland & Co.....Quebec, P. Q.
- Evans Brothers.....Montreal, P. Q.

CHINA, GLASS and EARTHENWARE.

The following are the principal Dealers in China, Glass, and Earthenware:

- Adam Darling.....Montreal, P. Q.
- F. T. Thomas.....Quebec, "
- J. R. Jennett, (Wholesale and Retail).....Halifax, N. S.

WINDSOR, N. S.

Windsor, N. S., an enterprising town of 3,500 inhabitants, is situated on the Windsor and Annapolis Railway, 15 miles from Halifax.

The Windsor Foundry Company's stoves and ranges are well-known throughout this and neighboring provinces for their reliability and other good qualities. This firm excels in the manufacture of ships' patent iron windlasses, power capstans, iron knees, etc.

The Clifton House faces the depot of the W. & A. R. R., and will be chosen by most commercial travellers and business men; while the Somerset, being more secluded and equally comfortable, attracts tourists and families who go to spend a few days or weeks in enjoying the fine air and beautiful scenery of this pretty town.

NEW GLASGOW, N. S.

New Glasgow, N. S., on the Pictou branch of the I. C. Railway, 104 miles from Halifax, is fast becoming a great manufacturing centre. Situated as it is within a few miles of the extensive Pictou coal fields, its facilities for manufacturing are unrivalled.

The Nova Scotia Steel Company of New Glasgow is the only establishment of the kind in Eastern Canada. The steel that it produces has been pronounced by experts to be equal to any manufactured in the world.

CHARLOTTETOWN, P. E. I.

Charlottetown, the capital of P. E. I., is beautifully situated near the head of Hillsboro Bay. The Island, which has been well styled, "The Gem of the St. Lawrence," is fertile throughout. The trade of the Island centres in Charlottetown, the export of farm produce being the principal business carried on.

A. L. Bridges & Co. are enterprising and successful commission merchants doing an extensive business in Charlottetown.

PICTOU, N. S.

The town of Pictou, situated upon Pictou Harbor, is 113 miles from Halifax. It is the chief Nova Scotian port upon the Gulf of St. Lawrence, and carries on a large trade with Prince Edward Island, Cape Breton, and the Magdalen Islands.

W. H. Davies & Sons, machinists, of Pictou Town, stand deservedly high with people desiring work in their line and conduct a thriving business.

IMPORTANT PROVINCIAL CENTRES.

The most important towns in the Maritime Provinces, others than those already mentioned, are:

Yarmouth, an enterprising town situated at the south-western extremity of the Province of Nova Scotia, the people of which are largely interested in shipping, manufacturing and fishing.

Shelburne, Lockeport, Liverpool, Lunenburg and Bridgewater are upon the Atlantic coast, the inhabitants of which are mainly dependent upon the lumber-trade and fisheries.

Guy-boro', Arichat and St. Peters, derive their importance from the fishing industry.

Sydney, North Sydney and Louisburg are the coal-shipping ports of Cape Breton.

Port Hood, Port Hastings and Port Hawkesbury, are important as rendezvous for the fishing fleets.

Antigonish is surrounded by a fine agricultural county.

Parrsboro' is the coal-shipping port of Cumberland County.

Wolfville, Kentville, Bridgetown and Annapolis are agricultural centres.

Digby, Weymouth, Chester, N. S., and Baddeck, C. B., are favorite summer resorts.

Fredericton, the capital of New Brunswick, and Woodstock, are beautifully situated on the St. John River.

St. Stephen and St. Andrews are enterprising border towns.

The inhabitants of Richibucto, Kingston, Chatham, Newcastle, Bathurst, Dalhousie and Campbellton, are mainly interested in the lumber trade.

Souris, Georgetown, Summerside and Alberton are flourishing centres in Prince Edward Island.

IRON FOUNDERS and MACHINISTS.

The Iron Founders, though having to contend with those of the United States, have secured the whole trade of this country and succeeded in building up a large and profitable business. The following are the most important:

- Rogers & King..... Montreal, P. Q.
- Bisset Bros. Quebec, P. Q.
- J. Harris & Co. (Car Building a Specialty)..... St. John, N. B.
- Record Foundry and Machine Co. (Stove Manfrs).... Moncton, N. B.
- A. Robb & Sons (Estab. 1848 - Branch Railway to Works).... Amherst, N. S.
- Windsor Foundry Co..... Windsor, N. S.
(Manufacturers of Ships' Patent Iron Windlasses and Power Capstans)
- Truro Foundry and Machine Co Truro, N. S.
(This firm are General Founders and Machinists, but make Gold Mining Machinery, Boilers and Engines a Specialty)
- W. H. Davies & Sons..... Pictou, N. S.

The following is the principal Locomotive and Steam Engine Manufacturing factory in Eastern Canada:

- Geo. Fleming & Sons..... St. John, N. B.

The following is the principal Bolt and Nut Company in Eastern Canada:

- St. John Bolt and Nut Co..... St. John, N. B.

The following is the only Steel Company in Eastern Canada:

- Nova Scotia Steel Co., (Limited)..... New Glasgow, N. S.

The following is the principal Manufacturer of Steamboat and Milling Machinery in Eastern Canada:

- George H. Waring..... St. John, N. B.

NAIL MANUFACTURERS.

Although Nail Manufacturing may be called a new industry in this country, yet the rapid expansion of the trade, under the business management of the following houses, has been most marked:

- S. R. Foster & Son, (Nails and Tacks)..... St. John, N. B.
- Jas. Pender, (Horse Nail Manufacturer)..... " "

STOVE and RANGE MANUFACTURERS.

The Stove and Range Manufactories of this country have rapidly increased. The energy and ability of the following firms have secured for their houses extensive business in all parts of Canada:

- Windsor Foundry Co..... Windsor, N. S.
- J. E. Wilson, (Agent for Windsor Foundry Co.)..... Halifax, N. S.
(Also dealer in Ships' Castings, Register Grates and Slate Mantels.)

BRUSH MANUFACTURERS.

The Manufacturing of Brushes has assumed large proportions in this country. The largest and most important in Eastern Canada are in St. John, New Brunswick, and Halifax, Nova Scotia. The work turned out by these factories is of a superior quality, and is to be preferred to the same line of imported goods.

- T. S. Simms & Co..... St. John, N. B.
- Halifax Brush Co., E. D. Adams, Agent. Halifax, N. S.

PRINCE EDWARD ISLAND.

This beautiful Province is in itself worthy of a much more extended notice than herein contained. Prof. Sheldon, who is a practical agriculturist, in writing of Prince Edward Island, says:—

"In some respects this is one of the most beautiful provinces of the Dominion, and it has probably the largest proportion of cultivable land. The soil generally is a red sandy loam, of one character throughout, but differing in quality. On the whole, the grass-land of the island and the character of the sward, consisting as it does of indigenous clovers and a variety of the finer grasses, reminded me strongly of some portions of Old England.

Prince Edward Island is covered with a soil that is easy to cultivate, sound and healthy, capable of giving excellent crops of roots, grain, and grass, an honest soil that will not fail to respond to the skill of the husbandman. For sheep, particularly, the island appears to be well adapted, for the soil is light, dry, and sound, growing a thick-set, tender, and nutritious herbage. For cattle, too, it is suitable, though perhaps less so than for sheep. For horses the island has been famous for a long time, and American buyers pick up most of those there are for sale. It is not improbable, in fact, that taking them all in all, the horses of the island are superior to those of any other province; it seems, in fact, to be in a sense the Arabia of Canada. The sheep, as a rule, are fairly good, but open to improvement; the cattle, generally speaking, are inferior.

The island grows very good wheat, and probably better oats than most other parts of the Dominion. Of the former, the crops are from 18 to 30 bushels, and of the latter, 25 to 70 bushels per acre. Barley, too, as may be expected, makes a very nice crop. Wheat at the time of my visit was worth 1s. per bushel of 60 lb., oats 1s. 9d. per bushel of 34 lb., and barley 2s. 6d. to 3s. per bushel of 48 lb.

The island is noted for its large crops of excellent potatoes, which not uncommonly foot up to 250 bushels an acre of fine handsome tubers. Turnips make a fine crop, not uncommonly reaching 750 bushels per acre.

There is not much Crown land to dispose of in the island at the present time, but there are plenty of encumbered farms, more or less improved, which can be bought at 5 dollars to 35 dollars an acre. Taxation on the island is very light; it amounts to from 2 to 8 cents an acre, according to value, or from 15 to 18 cents per 100 dollars valuation.

The educational advantages of the island are on a footing similar to those of the other Provinces. There are good roads, railways, etc., and many excellent harbors around the island. There are also thriving woollen mills, not to mention the lobster fisheries, which are a source of considerable wealth to the Province. There are, however, complaints that too many farmers have been tempted into the fishing business, to the neglect of their farms; that between two stools men have fallen to the ground; and that the land is sometimes blamed for losses which really come of neglecting it. I was assured on the highest authority that farmers who have minded their business, have been steady, and have used a moderate supply of common sense in their dealings, have made farming pay and become independent. It is true that a man is independent on a smaller sum in Prince Edward Island than he would be in England, but at the same time there are numerous evidences of happiness and contentment among the people.

It appears to me that Englishmen of moderate ambition would find homes congenial to their tastes in this beautiful Province, and I have an impression that, with cattle and sheep raising and fattening for the English market, better times are in store for these hospitable and kindly islanders, many of whom I shall always remember with feelings of more than ordinary kindness. For agricultural laborers there is plenty of employment at good rates of pay. A man will get 80 dollars to 150 dollars per annum, plus board and lodging; or, minus board and lodging, but with cottage, keep of a cow, and an acre of land for potatoes, will receive 140 dollars to 200 dollars in cash. Farming, after all, cannot be bad where such wages are paid men, and there is every inducement for the farmer and his family to do all the work they can within themselves."

On the day the last spike was driven in the rails which perfected connection from ocean to ocean, the congratulations of Her Majesty upon the completion of Canada's great undertaking were cabled to the Premier, the Right Hon. Sir John Macdonald, and to George Stephens, President of the Company. The Queen has since been pleased to evince her interest in the completion of the great undertaking by creating Mr. Stephens a Baronet. Contemporaneously with this, Her Majesty's government took into consideration the advisability of their subsidizing a line of ocean steamers to ply between the western terminus of the Canadian Pacific Railway in British Columbia, and Eastern Asia, as a means of rendering the commercial and military movements of Great Britain independent of the Suez Canal. In any case, it is considered certain that a large volume of commerce between Asia and Western Europe will pass over this line at an early day. Although since November last, there has been a change of Government in Britain, the enquiry in relation to this project engages the attention of Her Majesty's present advisers, as it did that of their predecessors.

The leaders of both the great parties in England are at one in their views with regard to the value of the C. P. R. to the mother country, commercially and strategically, and there can now be no doubt that the British Government will lend their aid.

With the completion of this great highway the trade between Great Britain and Canada must steadily increase, and the tide of emigration flow towards the fertile lands through which it runs, while the Company's stockholders may fairly hope to reap a fair return for the money they have invested.

RAILWAY and COLLIERY SUPPLIES.

The following keep a full line of Railway and Colliery Supplies:

- Austen Bros.....Halifax, N. S.
- S. Waddell & Co.....Montreal, P. Q.

DEALERS IN HATS and CAPS.

The following are among the principal Hatters and Furriers of Eastern Canada:

- Chas. A. Briggs.....Montreal, P. Q.
- Manks & Co.....St. John, N. B.

TRUNK MANUFACTURERS.

The following firms Manufacture a variety of excellent Trunks:

- John J. MunroeSt. John, N. B.
- G. Barrington & Sons.....Montreal, P. Q.

PAINTS, OILS, GLASS and ARTISTS' MATERIALS.

The following are among the principal Wholesale Dealers in Paints, Oils, Glass, and Artist's Materials:

- Jesse Joseph, Jr.....Quebec, P. Q.
- Baylis Manufacturing Co. (Paints and Varnishes).....Montreal, P. Q.
- Ramsay, Dods & Co....." "

PRINCIPAL BREWERS.

For many years the Beer and Porter used in this country was imported, but since the establishment of the breweries of the following firms, the home markets have been supplied:

- John H. R. Molson & Bros.....Montreal, P. Q.
- Dawes & Co....." "
- S. Jones.....St. John, N. B.
- A. Keith & Son, (Established 1817).....Halifax, N. S.
- S. Olund, Sons & Co., (Established 1865)....." "

WHOLESALE WINE MERCHANTS.

The following are among the principal Wholesale Wine Merchants of Eastern Canada.

- Thos. L. Bourke.....St. John, N. B.
- W. F. Lewis & Co.....Montreal, P. Q.
- John Osborne, Son & Co....." "

MANUFACTURERS' AGENTS.

Through Agents our manufacturers extend their business all over the Dominion. The most enterprising of these Agents are:

- Tippet, Burditt & Co.....St. John, N. B.
- C. K. Adams.....Montreal, P. Q.
- Duncan Bell....." "
- Beuthner Bros....." "
- Boas, Feodor & Co....." "
- Geo. A. Cameron....." "
- Walter Wilson & Co....." "

CROWN LANDS.

QUEBEC.

Upon eight of the great colonization roads, every male colonist and emigrant being 18 years of age may obtain a free grant of 100 acres. The conditions are that at the end of the fourth year a dwelling must have been erected on the land, and twelve acres be under cultivation. Letters patent are then granted.

Crown lands can also be purchased at 30 cents to 60 cents an acre.

The province has a homestead law exempting from seizure, under certain conditions, the property of emigrants.

The soil is of very good quality, and its productions are similar to those of other parts of Canada.

Gold, lead, silver, iron, copper, platinum, etc., etc., are found, but mining in this province is only yet in its infancy. Phosphate mining is becoming an important industry. Its value as a fertilizer is recognized in England and France, and large quantities are being exported.

Communication is afforded by railways and by the river St. Lawrence. This province contains the two great ports of shipment—Montreal and Quebec—both of which have extensive wharfage accommodation, and ocean-going vessels of 4000 tons can be moored alongside the quays.

NEW BRUNSWICK.

A grant of 100 acres may be obtained by any person upon the following conditions:

On payment of 20 dollars cash to aid in construction of roads and hedges, or labor of the value of 10 dollars per year for three years.

A house to be built within two years. Ten acres to be cleared and cultivated in three years. Proof of residence on the land.

The soil is fertile, and produces all the fruits generally found in England. Wheat averages about 20, barley 29, oats 34, buckwheat 33, rye 20, Indian corn 41, potatoes 226, turnips 456 bushels to the acre. The potatoes and fruits command good prices in the English market.

Ship building is one of the staple industries of the province, but its manufactures generally are increasing rapidly. There are manufactories of woollen and cotton goods, boots and shoes, leather, carriages, wooden-ware, paper, soap, hardware, etc., etc.

NOVA SCOTIA.

Grants of land in this province can be obtained for 44 dollars per hundred acres (about £9).

The soil produces good crops of cereals and roots, and large quantities of apples are grown for export.

Nova Scotia contains large tracts of woodland which produce timber for ship building and lumber chiefly for export.

Gold, iron, coal, and gypsum, are found in large quantities.

There are several railways in the province, giving it communication with other parts of Canada.

Halifax, which is the chief city of the province, is the winter port of the Dominion. It possesses a fine harbor, and is connected by railways with all parts of the continent.

PRINCE EDWARD ISLAND.

Most of the lands in this province are taken up, but improved farms can be obtained from about £4 per acre.

IRON ORES.—This, perhaps the most important of our mineral resources, has not as yet received attention at all commensurate with its value. The ores are of the most varied species, and frequently very pure. They are generally accessible, near water or railway transport, and none of them any great distance from coal.

COPPER ORES.—Indications of copper ore are widespread throughout the Province, and although promising at several points, explorations have, in a few instances only, been pushed far enough to show workable deposits.

ANTIMONY.—This ore is known at several localities in the Province, but has hitherto been worked only at Rawdon, Hants county.

MANGANESE.—There are numerous localities in the Province which have yielded rich deposits of these ores.

As might be expected in a country possessed of such great natural resources, manufactures of various kinds have been established, and these since the inception of a protective policy have greatly increased in number. Agricultural implements, carriages, furniture, wood, glass, tin and earthen-ware, bricks, tiles, rails, railway fastenings, shovels, axes, steam engines, toys, and machinery of every description, cordage and twine, cotton and woollen goods, boots and shoes, brushes and brooms, harness, starch, artificial fertilizers, etc., form the principal manufactures in the Maritime Provinces, while the tanning of leather, smelting of iron, and casting of steel, refining of sugar, and the canning of fruit, fish and vegetables, are extensively carried on.

Prior to the building of iron ships, the wooden ship industry was largely carried on in the Eastern Provinces, but of late years only the larger class of long voyagers and the smaller craft, suitable for the coast trade and the fisheries have been constructed. Notwithstanding the unusual depression in trade, our ships have made a good return to those who have invested capital in them. Ships of 800 tons register and upwards, can be built at the rate of \$50 (£10) per ton.

WHOLESALE FANCY GOODS.

The following are the principal Importers of and Dealers in Fancy Goods:

- Beall, Ross & Co. Montreal, P. Q.
- Bedell, Glassford & Co. " "
- Bourgoin, Duchesneau & Co. " "

WHOLESALE CLOTHING.

The following are among the principal Wholesale Clothing Merchants of Eastern Canada:

- H. Shorey & Co. Montreal, P. Q.
- Jas. O'Brien & Co. " "
- O'Brien, Kieran & Co. " "

CIGAR MANUFACTURERS.

The following are the principal Cigar Manufacturers of Eastern Canada:

- Samuel Davis & Son Montreal, P. Q.
- Z. Davis " "
- Goulet Bros. " "
- Lewis & Co. " "

LITHOGRAPHERS.

The work of the following firms will compare well with that of any other country:

- Burland Lithographic Co. Montreal, P. Q.
- Geo. Bishop Printing and Engraving Co. " "
- Maritime Steam Lithographic Co. St. John and Halifax.

PRINCIPAL HOTELS.

The following first-class Hotels compare most favorably with many of the best Hotels in Europe and America. The travelling public from abroad can feel assured that every attention will be given to their comfort.

- Hotel Dufferin St. John, N. B.
- Clifton House " "
- Royal Hotel " "
- New Victoria Hotel " "
- Windsor Hotel Montreal, P. Q.
- St. Lawrence Hall " "
- Albion Hotel " "
- Russell House Ottawa, Ont.
- Royal Exchange Hotel " "
- St. Louis Hotel Quebec, P. Q.
- Hotel Brunswick Moncton, N. B.
- Queen's Hotel, (Late International) Halifax, N. S.
- Albion Hotel " "
- Lamy's Hotel Amherst, N. S.
- Prince of Wales Hotel Truro, N. S.
- Parker House " "
- Winan's Hotel " "
- Somerset House Windsor, N. S.
- Clifton House " "

THE PRESENT TRADE CONDITION AND FUTURE PROSPECTS OF HALIFAX.

There is no originality in and certainly no foundation for the statement that we hear on every side, and which is persistently dinned into our ears that "Ichabod" should be written over the doors and upon the lintels of our business houses. It is a matter of grave doubt whether at any time within the present century—to go no further back—if the common question "how's business," were asked of any merchant, not only in Halifax, but anywhere in the civilized world, the answer would not have been "dull."

Here, in Halifax, if after asking the above question and receiving the stereotyped answer, one has the curiosity to push the enquiry further, he is told that the Provinces West and North of us have absorbed all the profitable portion of our dry goods trade, that our West India business is dead beyond reasonable hope of resuscitation, that "the country districts" are becoming daily more and more independent of the Metropolis, and that our streets, once crowded with trucks and wagons conveying goods from one portion of the city to another, and our sidewalks once thronged with business men hurrying to and fro, are now nearly idle and unused.

Investigation shows, however, that these statements are more specious than exact, and we venture to assert that the volume of the trade of this port is not only now greater than ever before, but also that it has been and is steadily increasing with a healthy growth, and that it is quite as profitable as ever.

It is most easy to pick out certain lines of trade that have fallen off, but it is not fair to deduce therefrom a general decadence of business. If Upper Canada Proper supplies dry goods to the towns and villages of Nova Scotia which once looked to us for their stocks in that line, we supply her with sugar, molasses, and an infinite variety of other articles that she formerly obtained from other lands. If our business men do not spend a large portion of their working hours in rushing about the sidewalks, it is because the telephone saves them many a weary step and many precious moments which are employed to better advantage in their offices. If trucks, drays and wagons are not so largely employed in laboriously transferring goods from place to place, it is because the vessels carrying our merchandise are shifted from wharf to wharf, and discharge their contents or take in part cargoes at different points.

It is true that for some time our trade with the West Indies has appeared to decrease. We question the truth of the assertion that it has really done so. A considerable portion of the fish that in older days was sent hence to those markets in sailing vessels now goes in steamers—the latter being a cheaper, more expeditious, as a rule, and more reliable means of transportation. For West India products—rum, sugar, molasses, fruit, salt, etc.—Halifax is rapidly becoming the entrepot and the distributing point whence the whole Dominion obtains its supplies of these articles. For some years, it is true, the West India sugars labored under a disadvantage, as against the dirty Asiatic and Brazilian sugars, because the tariff was not arranged so as to properly recognize the difference in raw sugars. Experience, we are pleased to observe, in this instance, has taught wisdom. The polariscope gauge has been adopted, and hereafter raw sugar will be admitted to duty according to the degree of sweet matter that it actually contains. That this step is destined to infuse new and vigorous life into our trade relations with the West Indies is already evident, and the quantity of sugar that will reach Halifax for distribution by us throughout Canada will this season be very large.

That the "country districts" are becoming more independent of Halifax is true in a certain limited sense, and we do not know that the fact is to be regretted. The currents and conditions of trade have undergone a very remarkable change in this country within the past two decades. This change has been gradual and slow, but far-seeing men could have observed and did observe its trend long ago, and are aware that it is still in progress. The end is not yet. Instead of being the sole purveyors for these small but enterprising communities in a retail trade alone, we are rising to the proud position in which we will handle a very considerable portion of the incoming and outgoing freights of Canada. We could not, under our new conditions, existing and coming, afford to have our attention distracted and our energies expended in merely caring for a section when the whole country calls for our services; yet we retain a valuable portion of our country trade.

Still, though the possibilities—nay, the probabilities, the certainties—of the future are so brilliant, much yet is needed to put us in a position to fully avail ourselves of our natural and our acquired advantages. We want, and must have, closer communications with the rest of Canada than we now enjoy. When the Halifax dry dock, which is now under contract, is completed, it will in itself form a strong inducement to freighters to come to this port to discharge and to receive cargoes of goods for and from the interior in preference to any other port. Means as direct as possible must be provided to care for and to forward with despatch this freight. To do this the direct link of communication between the Intercolonial and the Canada Pacific railways—which involves the bridge across the St. Lawrence, near Quebec—will have to be established.

In order that Halifax shall obtain her full and legitimate share of trade the proper pressure must be brought to bear upon the government to reduce freight charges to the lowest possible figure. The country can better afford to lose on railway running expenses than to hazard losing the business to rival railways, and to have the trade diverted to United States channels.

Though it may not be generally known, it is a fact, that a large and increasing trade between this City and Quebec has recently sprung up, by which both places are profiting. This trade only requires more liberal facilities for intercommunication to develop wonderful proportions.

Quebec is the pass through which we can most readily reach the vast markets lying to the west of us, and it is, therefore, a matter of paramount, of vital importance, that our connections with her should be absolutely complete and facile.

In view of what the womb of the future holds for us, and of what the very near future will demand of us, it becomes us to reflect how we should prepare ourselves to grasp the good fortune before us, and how to meet the coming demands upon us. It will be but a short time before at least two, if not four or more lines of rails must be laid parallel to each other along the entire length of railway from Halifax, at least as far as Quebec, to accommodate the immense volume of freight and passenger traffic that must be moved over this road. We have one elevator already, which was erected by the government as an adjunct to, and a terminus of the Intercolonial Railway. It is true that it has been idle most of the time since it was built, but we shall be greatly surprised if within the next ten years facts do not demonstrate that it is too small to perform the work that it will be called upon to do, and if it will not have to be enlarged or others put up in addition.

It may be a trite remark, but we believe it to be none the less true, that Halifax with its deep, broad, sheltered harbor, open all the year round, its advanced position on the eastern shore of North America, and its ready, facile means of communication with all parts of this continent possesses advantages and has a future second to no city in America.

It is an indisputable fact that the population of this city is steadily growing. In spite of the emigration of some of our sons—many of whom go farther and fare worse—and in spite of the chronic alleged "dullness of the times," the inhabitants of Halifax increase in numbers year by year, and year after year new buildings are put up and occupied as fast as they are built. Our rate of taxation—municipal and other—will favorably compare with that of any other city of like size in America. Our climate is healthy. We are not subject to floods, tornadoes, and other grievous dispensations that afflict so many of our sister cities. Even heavy storms are almost unknown. We experience neither the extreme heats of summer, nor the terrible frosts of winter common elsewhere. Back of us lies a province rich in boundless natural resources. Magnificent stretches of unsurpassed farming and grazing lands are in every county, quarries of excellent building stone, and mines of coal, gold, silver, lead, manganese, copper, and other metals abound, and primeval forests of good timber cover a considerable portion of its surface. All invite man to take possession, and with ordinary health, diligence, and intelligence, he may become not only comfortable but wealthy. A more inviting field for capital, enterprise, or immigration, can scarcely be found in the world.

The principle business houses of Halifax will be found in another column.

NEW BRUNSWICK'S COMMERCIAL CAPITAL.

It was about the middle of the 18th century that St. John received its first English settlers, but the city dates its birth from the landing of the Loyalists, May 18, 1783. The growth of St. John, the site of which at the landing of the Loyalists, was little else than a barren waste, was continuous until the great fire of 1877, by which two-fifths of the city were laid in ashes in about nine hours' time, and more than sixteen hundred business establishments and dwellings were consumed.

Some of the best wooden ships ever constructed in America have been launched from yards in the immediate vicinity of St. John. The lumber business of the Province, which, with the exception of that conducted on the north shore, has St. John for its chief shipping port, gives employment to thousands of men, and promises to continue a great source of wealth for centuries to come. Great as the consumption of timber of Provincial growth has been during the last three-fourths of a century, there are those who contend that the supply is diminished only by the destruction caused by forest fires; in other words, that the annual growth of the timber is as large as the amount exported, and that used in ship-building and for other purposes at home.

The Province of New Brunswick is wonderfully favored with facilities for communication by water. The River St. John, at the mouth of which the City of St. John is situated, is navigable by steamers of large size to a distance of about 200 miles; the Kennebecasis, Belleisle Bay, and Washademoak and Grand Lakes, which have their outlet into the St. John, are, during the summer, brought into daily communication with the city through the medium of elegant and fast sailing steamers and vessels of various descriptions. Other lines of steamers connect St. John with St. Andrews, St. Stephens, Eastport, Portland, and Boston. The Islands of Grand Manan and Campobello, Digby, Yarmouth and Annapolis, Nova Scotia, and the Counties of Albert and Westmoreland on the Bay of Fundy, are reached by lines of steamers and sailing packets. That part of St. John which has been re-built since the great fire of 1877, is noticeable on account of the elegance of its public and private buildings, which are mostly constructed of brick and stone; perhaps no city in America of its size and wealth can compete with it in the number and elegance of its churches, while its custom house, post office, banks, railway station, etc., compare favorably with any structures of the kind in Canada. Since the Provinces of British North America were formed into the Dominion of Canada, St. John has engaged largely in manufactures, and at present her factories in various lines of goods are fully employed, and their productions in some lines, aside from their sale throughout the length and breadth of the Dominion, are in constant demand in countries far remote.

The principle business houses of St. John will be found in another column.

SHIPPING AND COMMERCE.

The value and importance of the ship building industry in Nova Scotia and in the other Atlantic Provinces of Canada has, since the era of iron ships, somewhat diminished, but its relative importance as compared with agriculture, mining and fishing is still great. This is proved by a glance at the shipping columns of the commercial papers of Halifax, which have daily long reports and memoranda of Nova Scotian vessels in every quarter of the globe while so many ships have been sold to other nationalities that it is not at all unusual to see Norwegian, German, American or other vessels referred to as "Nova Scotia built." In all classes of commerce they ply, from the long voyager foreign traders, including the famous "W. D. Lawrence" and others of the largest sailing ships afloat, to the handy-sized West India "fish boxes"—generally brigantines of about 100 tons register; or the clipper bank fishermen—vying with the ablest Americans in point of excellence, and the diminutive craft that coast from port to port along the rock-bound Atlantic shore, and the fairer inland seas, girding this sea-washed Province for a thousand miles or more. Of course the shipping of the province is almost entirely wooden, as, although there is much of the best iron to be mined at convenient locations, it has yet been impossible to compete with the Clyde in iron vessels, and the very few owned here carry upon them the names of foreign builders. The total tonnage of shipping registered in this province at the beginning of the present year, was 541,070 tons, of which the town of Yarmouth owned 130,000 tons, and the town of Windsor—117,000 tons, though Halifax leads in the number of vessels—about 1000. This Province does not nearly represent the number of Nova Scotia built vessels afloat, for while 29,000 tons, representing 143 vessels were built last year, the total tonnage owned did not show any increase over the year previous. This cannot be accounted for by wreckage and loss, for that was comparatively small, but a large number of vessels were sold or transferred to ports of registry outside the province for greater convenience to the owners. Thus many are now registered in Great Britain, because the managing owners are there resident, and one or two leading Nova Scotian shipping firms have branch houses in London and Liverpool. In the year previous there were sold to other countries, seven vessels of 3,036 tons, valued at \$44,747, which amount was a little exceeded by the sales from the neighboring Province of New Brunswick, but the total from the whole Dominion for that year was only 28 vessels of a tonnage of 13,117. The number of vessels built in Nova Scotia that year was 134, of 28,167 tons, while the whole Dominion, including these, built only 287, of a total tonnage of 57,486. For the year ending June 30, 1885, the arrivals of vessels at Nova Scotian ports numbered 5,029, of a total tonnage of 1,316,523, with crews numbering 59,000 men: this illustrates the carrying trade of the province by sea.

In 1876 the tons of freight carried into and out of the ports of Nova Scotia in sea-going vessels were 828,097. In 1884 they were 1,290,562 tons, an increase of 462,465 tons in eight years, or nearly 56 per cent. Of this increase, 352,685 tons were outward freight, and 109,780 tons were inward cargoes. For the same years the coasting trade was as follows:

| Year. | No. vessels. | Tonnage. | No. men. |
|-----------|--------------|-----------|----------|
| 1876 | 10,963 | 1,256,926 | 11,057 |
| 1884 | 19,350 | 2,161,784 | 123,217 |
| Increase, | 8,387 | 1,004,857 | 56,167 |

Taking the sea-going and coasting trade together, there was the following increase in 1884 over 1876:

| | |
|----------------------------|-----------|
| In number of vessels | 67,950 |
| In amount of tonnage..... | 2,110,473 |
| In number of men..... | 107,720 |

The latter equal to an increase in sailors of 20,000.

The increase in the tonnage of shipping entering and leaving the port of Halifax with or without cargoes, was in 1884 over 1878, 297,165 tons, while that of Montreal was but 287,726 tons. In cargoes the figures, showing a similar comparative increase over Montreal were: Halifax, 314,608 tons, and Montreal, 312,983 tons.

There is of course no expectation for a revival of the wooden ship industry, as that is worn out. Another failing is in our forests, which are comparatively denuded of the finest timber, or are at too great a distance back. There can be no immediate revival in the trade of the port of Halifax or the value of waterside property, because the advent of large steamers and railways bringing freight here have denuded our wharves of the busy sailing vessels which formerly constituted their value. But this is in the natural order of events and with a revival of trade generally there is no reason to suppose that the port of Halifax and the province of Nova Scotia may not flourish in the future as well as any other portion of the Dominion; with greater facilities in many respects, Nova Scotia ought to prosper better.

RAILWAY FACILITIES IN THE MARITIME PROVINCES.

It is proposed in these remarks to show briefly the character and extent of the several Railways in the Maritime Provinces, with a view to giving a general idea of some of the characteristic features of the different systems in operation, and a glimpse of the country through which they pass, and of the facilities they offer for inter-provincial communication.

The approaching season of summer travel bids fair to surpass previous seasons in this respect, and as the numerous and beautiful summer resorts which exist within these Provinces have become more widely known, so may we expect an increasing amount of travel over our railways, and a corresponding amount of advance in the knowledge of our country.

The most important railway, and the one which would strike us as being the most complete and the best equipped, is the "Intercolonial," owned and

operated by the Dominion Government of Canada. The railway is under the immediate control of the Minister of Railways and Canals, who is held responsible by the people for its efficient management. In regard to its equipment the Intercolonial compares favorably with the best American roads upon the continent. The rolling stock includes, in addition to the first and second class carriages, freight, and baggage vans, a number of refrigerator and cattle cars, and also Pullman's sleeping and drawing-room carriages. The main line extends from Halifax, the capital of Nova Scotia, and the chief British naval and military station in the Dominion, northerly through Nova Scotia, and along the north-easterly portion of New Brunswick to the Province of Quebec, and skirting the southerly shore of the St. Lawrence, terminates at Point Levis, opposite the City of Quebec. The length of the line is 678 miles, and at Levis it connects with the Grand Trunk Railway to Montreal, and farther westward, and with the Canada Pacific Railway which stretches across the continent to the Pacific Ocean.

The Intercolonial proper, extending from Halifax to Point Levis, is the back-bone of the system, its numerous branches and extensions performing the functions of feeders to the "trunk line." From Moncton, there is a branch to the City of St. John, a distance of 89 miles, connecting there, by the cantilever bridge lately built across the St. John River, with the New Brunswick railway system and all rail communication with the United States. At Painsec Junction is a branch to Point du Chene, N. B., on the Northumberland Strait; communication being maintained in the summer months between this point and Prince Edward Island by the P. E. I. Steamship Co. who also run a line of steamboats from Charlottetown, P. E. I., to Pictou, N. S. At Truro, the Pictou branch intercepts the main line, extending to Pictou Landing, a distance of 51 miles. From New Glasgow on this branch extends the Eastern Extension railway, to the Strait of Canso, 80 miles in length. This road was taken over by the Nova Scotia Government and disposed of to the Dominion Government in 1884, and is now operated as part of the Intercolonial. A traveller by this great system will have viewed a great variety of landscape, and will have passed through some splendid farming lands and extensive forests, passing in sight of the shafts of immense coal fields, and the blast furnaces of iron mines. On the borders of New Brunswick and Nova Scotia he will cross the Tantramar marsh, travelling for miles over land of inexhaustible fertility.

The Windsor and Annapolis railway is operated by the W. & A. Railway Co., having running powers over the Intercolonial from Windsor Junction to Halifax. This road terminates at Annapolis, 130 miles from Halifax, running through the whole length of the beautiful and historic Annapolis Valley, and the great fruit-growing country of these Provinces, whose products find a ready sale in the foreign and home markets. At Annapolis, we are separated from the Western Counties railway by a gap of about twenty miles, the connecting link by rail between Digby and Annapolis, along the Annapolis Basin, not being completed. Communication, however, is kept up by steamboats running between these points and St. John, N. B., and also in the summer to the United States. The Western Counties railway extending to the town of Yarmouth, a distance of 67 miles, was opened for traffic in 1879, and traverses a good timber and farming country, located about 2 miles from St. Mary's Bay, the shores of which are very thickly settled by an industrious people.

Returning to the "Intercolonial" at Spring Hill, we have a connecting railway to Parrsboro on the Basin of Minas. This road, which is the property of the Cumberland Railway and Coal Co., opens up a very important part of the Province, and is the outlet of the Spring Hill Coal Mines, worked by the same company.

The Island of Cape Breton with its large coal areas and other minerals partly in an undeveloped state, has not yet been able to obtain that railway accommodation which its importance would seem to merit. Sydney is connected with the town of Louisburg, by the Sydney and Louisburg railway, and there are altogether about 70 miles of railway on the Island including mining roads. A railway is projected from the Strait of Canso, through the Island.

Prince Edward Island, separated from Nova Scotia and New Brunswick by the Northumberland Strait, is traversed throughout its entire length by the P. E. I. Railway, a Dominion Government road 199 miles in length. Charlottetown, the capital, is the terminus, and trains are despatched from this point, to Tignish, on the northern side of the Island, and to Souris, on the eastern end, with a branch to Georgetown. This is a narrow-gauge road 3 feet 6 inches wide.

Returning to the Province of New Brunswick we have a system extending through the northern and eastern portion of the Province under the control of the New Brunswick Railway Co. The total length of this system is 446 miles, including the St. John and Maine Railway running westward to the borders of the State of Maine and connecting with the railways of the United States. The New Brunswick Railway proper runs from Gibson, situated on the opposite side of the St. John river to Fredericton, thence to Edmundston, 164 miles, with branches from Newburg to Woodstock and from Aroostook to the Maine boundary. The New Brunswick and Canada Railway is leased by this company and connects St. Andrews at the mouth of the St. Croix river, with Woodstock and Houlton. The traveller by these roads will pass through a country whose chief pursuits are the manufacturing and shipping of lumber, and although some pleasant farms are to be seen, it is, strictly speaking, a lumbering country. The St. John river has long been remarkable for the beauty of its scenery, and the many streams afford splendid sport for the angler.

With the exception of the P. E. I. Railway, all these roads carrying passengers are built to the standard gauge 4 feet 8½ inches. The total mileage for the three Provinces is 1552, divided as follows: New Brunswick, 807; Nova Scotia and Cape Breton, 546; and Prince Edward Island, 199 miles.

THE GREAT TRANSCONTINENTAL RAILWAY—CANADA'S TRIUMPH.

The Canadian Pacific Railway, which is now opened for traffic across this continent, has, since 1872, been not only a central point of absorbing attention on the part of the people of Canada, but has also been watched by the whole commercial world, with various opinions as to its completion and financial success. Since 1882, its ultimate completion has not been seriously doubted by any, it we except a few Canadian politicians of the alarmist stripe. But it was not until 1884, that the certainty of a speedy completion, hitherto unparalleled in the annals of railway construction, dawned upon Canada and the world with irresistible force.

This great work is, to day, a source of pride to all loyal sons of Canada, not merely because of its gigantic proportions, but as well, because, for the first time, it gives her a complete autonomy in her commercial and military operations, free from the control of any foreign power. In the inception and carrying out of the work to completion, this young country has displayed a marvellous faith in the expansive power and extent of her resources, whilst her courage has been proportionately heroic.

Under these exceptional circumstances, we deem that a synopsis of the inception, progress, financial management, and future prospects of this great work will prove acceptable to our readers.

INCEPTION.

Previous to 1881, the government of Canada had under contract, as a government work, two sections of the main line, viz:—On the east of the Rocky Mountains from Port Arthur to Red River, 428 miles; and west of the Rocky Mountains, in British Columbia, from Savona's Ferry to Port Moody, 213 miles; or a total of 641 miles of the main road, and in addition to this, had in operation the Pembina Branch from Winnipeg to Emerson, on the U. S. boundary line, 64½ miles.

A NEW IMPETUS.

By an Act of the Parliament of Canada, passed in the Session of 1881, a contract, dated 20th October previous, was entered into between the Government and the Canadian Pacific Railway Company, in which the Company engaged to complete the remaining portion of the main line, as follows:—From Callendar to Port Arthur, 651 miles, and from Red River to Savona's Ferry, 1257 miles, a total of 1908 miles. By the conditions of this contract, the Company was to have the whole line completed and equipped by the 1st of May, 1891. Upon completion, the whole line— as constructed by the Government and the Company—was to become the property of the Company and to be operated by it in perpetuity. The Pembina branch was also to become the property of the Company.

In addition to this the Company was to receive from the Government, as subsidies, payable pro rata as the work progressed, \$25,000,000 in cash, and 25,000,000 acres of land.

VIGOROUS EXECUTION OF THE WORK.

Although five years of the time in which the company was allowed to finish the contract, according to the terms of the original agreement, is yet to lapse, it has completed the undertaking, and received from the Government all the completed sections of the main line and of the branch specified, and also the subsidies in cash and lands as stipulated. However, this is not by any means all that the company has achieved in the five years elapsed since 1881.

ATLANTIC PORTS REACHED.

In order to give to Canada and the company complete independence of all foreign influence, it was necessary that this great national highway should have its terminus on the ocean waters, bounding each side of the continent. To this end, partly by construction, and partly by acquisition of other lines, the company has extended their main line eastward from Callendar to the head of ocean navigation at Montreal, 344 miles. And subsequently, still further oceanwards to Quebec by the acquisition of the North Shore Railway, extending from Montreal to Quebec, 146 miles. On the Pacific Ocean side, they have changed their terminus from Port Moody to English Bay, which was found most suitable, adding thereby 8 miles to the length of the main line. The Company's main line, therefore, consists of the following sections and lengths:—Quebec to Montreal, 146; Montreal to Callendar, 344; Callendar to Port Arthur, 651; Port Arthur to Red River, 428; Red River to Savona's Ferry, 1257; and from Savona's Ferry to English Bay, 221 miles, or a total length of 3047 miles of unbroken main line from the tide waters of the Atlantic to those of the Pacific.

In addition to this, they have acquired and built 553 miles of branch lines, all of which are in operation at date, excepting 121 miles, which are under construction.

DIFFICULTIES.

No sooner had the gigantic nature of the Canadian Pacific Railway Co.'s undertaking become apparent, than it at once began to experience hostility from old rival companies. To counteract this it was necessary that the new railway, like its Canadian competitor, the Grand Trunk Railway, should have numerous branch lines by which it could secure the traffic along each side of its main line. In this, much opposition was experienced, both in Parliament and from rival companies. However, these were overcome and connections have been formed, ramifying through all the Provinces, and into the United States, thereby ensuring a large share of the traffic of the old provinces as well as the new.

BULLS AND BEARS.

A more serious difficulty was the opposition encountered in the money markets of London and New York, in floating its bonds. In the

former part the company had to contend with the hostility of rival Canadian roads, the difficulties of construction being magnified and the paying prospects depreciated, while in New York the great American railway syndicates combined to crush out their now Canadian competitor for the trade of the continent.

OPPOSITION CHECKMATED.

To prevent the sacrifice of its bonds, and to facilitate the work it had undertaken, the C. P. R. Co. applied, in 1884, to the Government of Canada for a loan of \$30,000,000, tendering in security, first mortgage bonds upon all the Company's land grant still unsold, and a lien upon all its other property—the loan to be repaid in 1891; the Company also to complete their contract by the 31st May, 1886, thus abridging the stipulated period by five years. The loan and conditions were ratified by Parliament. In July, 1885, the company was granted a further loan of \$5,000,000.

EFFECTS OF THE LOANS:

The direct consequence of these loans was to established the public credit of the company, and to show opposing corporations that further opposition in the money market was useless, inasmuch as the credit of Canada was pledged to complete and sustain this great work.

THE GOOD FAITH OF THE COMPANY

with the country was adhered to in a manner, unprecedented in so vast an undertaking. On the 7th Nov., 1885, the last spike was driven on the Pacific side, which completed a through all-rail route, on Canadian territory, from Quebec to English Bay, 3047 miles, and from Montreal to English Bay, 2901 miles.

FINANCIAL MANAGEMENT.

The completion of the contract by the Company in five years, demonstrates the possession of engineering skill of a high order, business capacity, and an indomitable determination in overcoming all physical obstacles, that is without a parallel in the history of railways in any country. The financial success of the Company is remarkable. Previous to the Government loan of 1884, the Company's bonds sold at 25 per cent. From that date they immediately began to go up, until for some months past they have stood at 67½.

As, in the matter of the construction contract, the Company largely anticipated their time for completion, so in a still more remarkable manner, have they anticipated the repayments of their loans from the Government. The last loan of \$5,000,000 was made on the 28th July, 1885, and was returned in the same year:—\$3,000,000 on Sept. 2nd, and \$2,000,000 on Nov. 2nd.

By a more recent agreement with the Government, ratified by Parliament in the Session of 1886, the Company has arranged to immediately refund the loan of \$20,000,000. This amount wipes out all the loans to the Company, with the exception of \$9,880,912. The Government therefore releases all mortgages and mortgage bonds upon the property and land grants of the Company, except a lien upon so much of the unsold lands, as, at \$1.50 per acre, would represent the above balance.

The Government held also a deposit security from the Company of \$5,000,000 for satisfactory operation of the road. This is deemed no longer necessary, and has been surrendered to the Company.

Thus in the financial management of the work, and by anticipating the money obligations to the country, this Company stands peerless amongst all railway companies on the continent of America.

PROSPECTS OF THE WORK PAYING.

It was once asserted in Parliament by a gentleman eminent in public life, that "The resources of the British Empire could not construct the road in ten years." It has been completed in five. It was also asserted that it would never be a paying speculation. It is interesting to inquire whether this is likely to be any more true than the other. There is now tangible evidence to show that the financial prediction is also incorrect, as shown by the official returns for the years ending 31st December, 1884 and 1885.

| | | |
|----------------------------------|------------|---------------|
| 1884. | | |
| Gross Earnings..... | £1,181,614 | (\$5,750,521) |
| Gross Expenditure on Working.... | 936,705 | (4,558,630) |
| Net Profits over Expenditure.... | £244,909 | (\$1,191,890) |
| 1885. | | |
| Gross Earnings..... | £1,715,445 | (\$8,348,500) |
| Gross Expenditure on Working.... | 1,052,959 | (5,124,400) |
| Net Profits over Expenditure.... | £ 662,486 | (\$3,221,100) |

Practical experience has demonstrated, that as the railway developed, trade expanded in one year, to the extent, within a small fraction, of doubling the profits of operation. And each month of 1886 shows a large increase in receipts over the corresponding month of 1885. In the light of these practical tests, there can be no doubt, that this roadway ranks among the most valuable of great railway properties.

When, in addition to the above, it is remembered that the largest proportion of the whole line passes through vast stretches, (in Quebec, Ontario, Manitoba, and the Great Western Territories), of the finest agricultural lands the sun shines upon, and that the remainder passes through mineral lands in the Province of British Columbia and the Territories, no one can doubt the paying prospects of the line. Numerous branch lines, many of them in operation, and others in course of construction, connect with the main line and act as feeders to swell the volume of trade. Add to these,

that the commerce of two oceans will pay it tribute, and it is evident that there are all the possible conditions for securing a vast, paying traffic.

Canada's triumph upon the construction and completion of this great Railway may well be understood, and the pride of her people in the achievement of this great undertaking will be approved of by every loyal son of Britain who has marked the rapid growth and development of the young Dominion, Britain's great colony in America.

THE GREAT FISHING INDUSTRY.

The great fishing industry of Canada is second only in importance to that of Agriculture.

Our exports of fish, and fish products, are equivalent to about one-tenth of the value of the total exports of the Dominion. In this great industry the inhabitants of the Eastern provinces, more especially those of Nova Scotia, are deeply interested. Of the 23,000 boats, and 1200 vessels, employed in the coast and deep sea fisheries, 12,000 boats, and 800 vessels are owned in Nova Scotia, and of the 52,000 persons engaged as fishermen, 30,000 are inhabitants of the latter Province.

The home consumption of fish equals in value the exports of fish and fish products, the value of the total yield not being less than \$15,000,000, about £3,000,000. Our chief markets for fish are Great Britain, the United States, and the British and foreign West India Islands. France, Portugal, Spain, Italy and Brazil, are the markets to which we look for the further extension of our fish trade. During the past season Messrs. A. G. Jones & Co., a firm in Halifax doing an extensive fish business, sent two cargoes of choice fish to Portugal, and one to Italy. From the two former the returns, we understand, have been quite satisfactory though no return cargo was obtained, the result of the latter venture is not yet known. The inshore and bank sea fisheries of the Atlantic provinces swarm with cod, herring, mackerel, shad, halibut and other fish.

Upwards of 1,000,000 quintals of codfish, 500,000 barrels of herring, 175,000 barrels of mackerel, 250,000 cwt. of hake and haddock, and 80,000 cwt. of pollock are usually marketed. From the foregoing facts the importance of the fishing industry may be readily gathered.

Since the supply of guano both from the Peruvian Churches and Saldanha Bay on the Southern coast of Africa, has so materially fallen off, the substitution of fish-guano as a fertilizer has received much attention. As yet but one factory for the manufacture of this valuable fertilizer has been established in Nova Scotia, but there is every reason to believe that the new industry will yet assume large proportions. It is estimated that in this province alone, upwards of 35,000 tons of fish-otol are annually let go to waste: were this manufactured into fish guano it would yield at least 9,000 tons of finished guano.

The lobster fishery along the Atlantic coast is prosecuted with great vigor. Hundreds of factories have been erected, in which the lobsters are boiled and packed in hermetically sealed cans. This industry gives employment to thousands of people, and from the factories millions of cans of lobsters are forwarded to the chief seaports, from whence they are shipped to the United States, Great Britain, and continental countries.

Some extensive beds of oysters have been found near the Prince Edward Island coast; from these our local markets are mainly supplied with bivalves.

In our freshwater streams, rivers and lakes, trout abound in great numbers. These are of excellent flavor and vary in weight from one to four pounds. Owing to the extent of the fresh water fisheries, all classes are privileged to participate in the sport without let or hindrance.

The head waters of many of our streams and rivers afford splendid spawning ground for salmon. In the Restigouche, Margaree, and the Port Medway Rivers, salmon are caught in great numbers in the early months of spring, and are sold in some seasons as low as fivepence (10c.) per pound.

THE CITY OF QUEBEC.

The commercial history of Quebec has been more steady than that of any other city in Canada. She has never been subjected to the periods of severe depression and disaster that have from time to time afflicted her sister cities in this Dominion. Of course the volume of business transacted has been larger at some times than at others, but, as a rule, her trade, both domestic and foreign, has constantly increased and extended. This trade has made itself felt in European and other foreign ports, and the satisfactory returns therefrom have had the effect of stimulating the energies and enterprise of her citizens, and awakening the rivalry of other centres throughout the Lower Provinces and Ontario. To this city may be readily and distinctly traced the birth of Montreal's trade, and the growth of her financial resources. Montreal interests were nourished and brought into their present extensive operation through the influence of Quebec merchants and the example of their French economic methods. Even to the present day Montreal finds in Quebec one of her best and most reliable commercial associates.

Writing from this distant point we are impelled to emphatically assert that Montreal will surely regret it, if she permits herself to neglect her positive duty of cultivating the closest and most intimate trade relations with Quebec.

The President of the Quebec Board of Trade some years since prophesied that railway carriage was destined to supplant that by water and urged that every effort should be made towards extending and completing the railway system of Canada. Many men who were on all ordinary business questions shrewd and far-seeing, questioned the correct-

ness of his opinion, but time has served forcibly and clearly to demonstrate that the President was correct in his views. For a considerable portion of the year the mighty St. Lawrence is sealed by ice. Trade cannot stand still—it must either advance or retrograde. The produce of the great West does not reach the St. Lawrence till too late in the autumn to be shipped from Montreal and Quebec. It cannot afford to be detained for six or more months before being sent on its way to its ultimate market. Thus arises the imperative reason for accommodating it with railway facilities to continue its long journey. To do this economically the distance must be spanned by the shortest possible road, and hence we have forced upon our consideration the long-ago suggested bridge over the St. Lawrence near Quebec. This is a matter that vitally concerns the whole country—the Maritime Provinces to the East as well as the vast agricultural Provinces to the West.

The Maritime Provinces are beginning to realize that their commercial interests are largely identical with those of Quebec, and that any move that will lead to the advancement of the one must tend to the advancement of the other. Therefore it is that the people of Eastern Canada should use every means to improve the commercial ties that bind them to Quebec, so that they may reap to the full the benefits derivable from their position as neighboring provinces. The Maritime Provinces should understand that the commerce of Quebec in the future will be in part carried on through their ports.

Another important matter that should not be overlooked in considering the future of Quebec, is her military position. It is naturally the strongest place in America, and this strength has been vastly increased by art. It has extensive barrack room, in which many regiments can be safely and comfortably quartered and maintained at a cost considerably lower than they can at almost any other place in the British Empire.

Now that the Canada Pacific Railway and its connections are being favorably considered at the Horse Guards, as an alternative route to India and the farther East, the importance of establishing a great half-way military station at Quebec becomes evident. If Great Britain becomes involved in war the immediate theatre of operations may be in Europe or in Asia. A large army massed in Quebec can easily and rapidly be sent by rail either to Halifax for shipment to Europe, or to Vancouver's Island, thence to be hurled at any threatened point in Asia. Further, in the event of war arising, unfortunately, with the United States, that army would effectually prevent any attempt at a hostile invasion of Canada.

That Quebec has wonderfully brilliant possibilities before her both from a military and from a commercial point of view is indisputable, and the past history and the present attitude of her merchants and her other citizens assure us that they are fully alive to the facts, and will improve their advantages to the utmost extent.

GOVERNMENT.

Each Province is divided into Counties or Municipalities, and these in turn into Townships, Districts, or Parishes.

Property-holders, to the value of \$150, or about £30 sterling, and those persons who pay an annual rental of not less than \$20, or £4, are entitled to vote in Municipal, Provincial, and Dominion Elections. The rate-payers in each township, parish, or school section, decide the amount to be levied as a tax for educational purposes. The Counties or Municipalities are governed by Councils, the members of which are chosen by the ratepayers. These Councils levy a small tax for the building and keeping in repair of roads and bridges, and the maintenance of the poor; a small sum is likewise apportioned among the various school sections to supplement the amount raised directly for educational purposes. Each Province has a Provincial Legislature or Local Parliament, consisting of an Upper and a Lower Chamber. The members in the Upper Chamber or Legislative Council retain their seats for life, all vacancies being filled by the Provincial Government. The members in the Lower House or House of Assembly, are elected by ballot, the ratepayers of each county being represented by two or more members, according to population.

The Executive Council or Cabinet, are directly responsible to the people's representatives, and advise the Lieutenant-Governor of the Province as to the conduct of public affairs within the Province. The Lieutenant-Governor, who represents Her Majesty the Queen, is appointed by the Dominion Government for a term of five years. Provincial revenues are made up from various sources; the subsidies or grants from the Federal treasury, the royalties upon coal and gold, the receipts from the sale of Crown lands, and the leasing of mining areas, etc., are the principal sources of revenue. The Provincial revenue is disbursed by the Government with the consent of the Legislature; each County or Municipality receives a large Provincial grant towards the building of roads and bridges. A large sum is applied to educational purposes, and the balance is divided among a variety of public services of minor importance.

The Parliament of Canada consist of two Chambers. The members of the Upper Chamber or Senate, who are appointed by the Dominion Government, hold seats for life. The members of the Lower Chamber or House of Commons, are elected by the ratepayers, each county or electoral district being represented by one or more members, according to the population. The Governor-General of Canada is appointed by the Queen, and his advisers or Cabinet are directly responsible to the people's representatives. The Federal Parliament levy all customs and excise duties, and make provision for the post office, militia, construction of public works, light-houses, harbor improvements, and other services of a general character. Each man in Canada enjoys the full privileges of a British subject, and the highest positions of public trust are open to rich and poor alike.

A CENTURY OF COAL.

At the end of the year 1884, the first century of the coal trade of Nova Scotia was completed, and in taking a retrospective glance at the rise and progress of the trade, many interesting facts are brought to view.

Coal was known to exist in the Island of Cape Breton so long ago as 1672, but no mining of a regular character was inaugurated till after the lapse of a century. During this long interval, however, a considerable quantity of coal was taken from the seams exposed in the cliffs, but very little was commercially disposed of, it being used principally by the troops then in garrison on the Island; consequently no records of work done have come down to us.

In 1784, the Island was placed under a separate government, and through the representations of its first governor, greater attention was attracted to the beds of coal. Work was at once commenced, and from this time down to the present day, we have a tolerably correct record of the trade done in coal.

Two important events mark the history of the trade in the century we write of, viz.: the monopoly of the mines and mineral rights of the whole Province by a body of English capitalists in 1827, and the surrender of this monopoly in 1857, by an arrangement with the Provincial Government.

During the forty-two years prior to the leasing of the mines by the English corporation, they had been operated partly by the Government and partly under the direction of private individuals, and, although carried on under adverse circumstances, they were not altogether unprofitable. The quantity of coal sold in this period amounted to 285,876 tons, equal to an average annual vend of 6,806 tons; the largest quantity sold in any one year being 12,600 tons in 1826,—an insignificant amount when compared with the figures which the trade was destined in a short time to attain. Probably the development of the trade was retarded, and many people debarr'd from embarking in the enterprise, by the heavy royalty—from 3s. to 4s. 3d. per ton—exact'd by the government on all coal sold. The greater part of the above quantity was consumed in Nova Scotia and Cape Breton, very little finding a sale in the United States, where English coal firmly held the market. Although the existence of valuable beds of coal in Pennsylvania had been known for fully a half century, the product of the coalfield had not then come into use. When the General Mining Association—the name adopted by the English company—obtained control of the mines and minerals of the Province (with certain reservations on the part of the Government, viz.: those areas which at that time were being worked), the most valuable tracts of the Sydney and Pictou coalfields were held by private individuals who carried on mining on a very small scale. The Association eventually became possessed of both of these areas, the latter by purchase from the lessees, and the former by grant from the Government,—it having become vacant from the unwillingness of the lessees to continue working under the high rate of royalty. Thus the Association practically secured exclusive right to all the mines and minerals of the Province.

Operations of a much more extensive character were shortly afterwards resumed at the Sydney Mines in Cape Breton, and the Albion Mines in Pictou. As the exigencies of trade demanded, four other openings were made in Cape Breton, and one in the Cumberland coalfield, and with the exception of one or two places of minor importance, these collieries have been continuously worked down to the present time. The United States were looked upon as the natural market for this coal, and, although at the outset, a considerable portion of the output found a market there, the trade was not destined to assume large dimensions, and suffered a gradual decline. The development of the American coal industry at this time, a heavy import duty, and other serious drawbacks, formed a combination of circumstances too powerful to allow the sale of Nova Scotia coal on a profitable basis.

We subjoin a statement of the sales from the Cape Breton Mines during the time covered by the General Mining Association's monopoly, from 1827 to 1857, in which the figures are grouped into the several periods marked by the changes in the American tariff.

Cape Breton coal sales from 1827 to 1857 inclusive:

| | Home Consumption. | Neighboring Colonies. | United States. | Total. | U. S. Duty. |
|--------------|-------------------|-----------------------|----------------|-----------|-------------|
| 1827 to 1832 | 51,614 | 7,744 | 54,150 | 116,508 | s. d. |
| 1831 to 1841 | 163,778 | 94,355 | 248,182 | 504,295 | 6 9 |
| 1842 to 1846 | 137,821 | 119,583 | 14,843 | 352,237 | 5 6 |
| 1847 to 1854 | 237,311 | 228,932 | 141,267 | 627,510 | 7 |
| 1855 to 1857 | 127,585 | 135,742 | 67,676 | 331,003 | Free. |
| | 741,109 | 586,356 | 604,108 | 1,931,573 | |

The most noticeable features which the figures present are included under the columns headed "Neighboring Colonies" and "United States;" for whilst in the former the sales shew a gradual and steady increase from 8 per cent. in the first five years to 42 per cent. of the whole vend in the last two years of the Association's monopoly, the sales to the United States have gradually declined, in the same time, from 46 per cent to 20 per cent. Indeed, as much as 75 per cent. of the whole quantity was sold in 1832—and this in the face of an import duty of 6s. 9d. per ton,—against 19 per cent. in 1857, when coal entered the United States free. The cause of this great falling off is solely attributable to the annually increasing demand for Pennsylvania coal. The sales to the home market, on the other hand, bore, with slight fluctuations, a constant ratio to the whole.

We are not in a position to give a detailed synopsis of the trade done during the same period with Pictou and Cumberland coal, but in order to arrive at the sales of the Province up to this time, the quantity from the above districts must be added. This we find from authentic sources to have

been 2,104,763 tons, which, added to the Cape Breton quantity, brings the coal sales of the Province from 1827 to 1857 inclusive, up to 4,036,317 tons.

The growth of the trade from the beginning of the century down to 1857, is given below in a summarized form, and we find the total sales of the Province during the seventy-two years amounted to 4,322,193 tons.

| | Tons. | | Tons. |
|--------------|--------|--------------|-----------|
| 1785 to 1790 | 14,349 | 1821 to 1830 | 140,820 |
| 1791 to 1800 | 51,048 | 1831 to 1840 | 839,981 |
| 1801 to 1810 | 70,452 | 1841 to 1850 | 1,534,798 |
| 1811 to 1820 | 91,527 | 1851 to 1857 | 1,780,218 |

We have now brought our account of the coal trade down to the year when the monopoly enjoyed for thirty years by the General Mining Association was set aside. It would require more time and space than we can afford, and be foreign to the spirit of our remarks, to enter into the details of the long story, of how the surrender was brought about, the terms and conditions stipulated for, and many other matters of less importance; but it is sufficient for us to note that, with the exception of certain reservations in the three coal fields of Cumberland, Pictou, and Sydney, granted by the Government to the Association, the remaining area of the Province was thrown open to any persons willing to embark in the adventure of mining. As might have been expected, the people of Nova Scotia were not slow to take advantage of the opportunity thus afforded them of further developing the coal industry, and we find that in the following seven or eight years the number of collieries had increased from four to twenty three. In 1865, many new companies, both Canadian and American, were formed, and the number of mines in operation was increased to thirty. During this period of activity, between four and five millions of dollars were invested in opening up coal mines.

Trade with New England States rapidly revived, Nova Scotia coal being in much demand for the manufacture of gas—and the competition for this market became keen and vigorous.

The following statement shows the distribution of the coal sales of the whole Province from 1865 to 1884 inclusive:—

| | Home Consump'n. | Neighboring Colonies & Prov'cs. | Other Countries. | Total. |
|------|-----------------|---------------------------------|------------------|-----------|
| 1865 | 80,840 | 71,234 | 485,110 | 647,184 |
| 1866 | 104,292 | 107,322 | 346,906 | 558,520 |
| 1867 | 102,216 | 105,473 | 263,496 | 558,520 |
| 1868 | 102,216 | 105,473 | 263,499 | 471,185 |
| 1868 | 117,629 | 102,815 | 233,180 | 453,624 |
| 1869 | 115,947 | 129,027 | 206,761 | 511,735 |
| 1870 | 130,180 | 172,978 | 265,147 | 568,305 |
| 1871 | 149,632 | 168,557 | 278,249 | 596,438 |
| 1872 | 199,886 | 285,433 | 300,155 | 785,474 |
| 1873 | 215,205 | 392,193 | 273,621 | 881,019 |
| 1874 | 214,963 | 386,598 | 147,564 | 749,127 |
| 1875 | 232,640 | 398,140 | 96,025 | 726,805 |
| 1876 | 225,658 | 335,814 | 72,735 | 634,207 |
| 1877 | 257,790 | 308,107 | 123,168 | 689,065 |
| 1878 | 289,172 | 327,727 | 92,612 | 695,511 |
| 1879 | 278,120 | 351,515 | 68,989 | 698,624 |
| 1880 | 372,913 | 465,495 | 156,290 | 994,698 |
| 1881 | 387,413 | 625,261 | 127,340 | 1,139,914 |
| 1882 | 458,952 | 688,892 | 102,365 | 1,250,179 |
| 1883 | 471,327 | 719,971 | 106,225 | 1,297,523 |
| 1884 | 493,550 | 701,412 | 67,188 | 1,262,150 |

From the above figures, we see at a glance how the channels of trade shifted, and in this respect it is curious to note how closely they follow the direction taken by the trade during the tenure of the mines by the General Mining Association. We have seen how, at the outset of the Association's operations, the principal sales were made in the American market, how this trade was destroyed by the growth of Pennsylvania coal-mining and the imposition of duties, and finally how the trade nearer home was cultivated, and what results attended the change. History has repeated itself in the recent years of the trade, and the same ground has been gone over again for the second time.

In 1865, the year before the abrogation of the Reciprocity Treaty, the United States took 73 per cent of the entire sales. An import duty of \$1.25 was imposed on our coal in March, 1866. In 1868, the total sales only equalled the quantity taken by the United States in 1865, and of this quantity the Americans took 50 per cent.

The duty was reduced to 75 cents in 1872, and although the total sales had greatly increased, the United States only took about 20 per cent. In 1873—a memorable year from the extraordinary activities displayed in business circles—30 per cent of the total vend was exported to the United States; but from this time the sales have annually decreased, being about 18 per cent in 1874 and 12½ per cent in 1875, till in 1884, the last year of the century, only a little over 5 per cent was taken by the Americans.

On the other hand, during the twenty years covered by the statement the sales for home consumption have increased from 12½ per cent to 39 per cent; and the sales to neighboring Colonies and Provinces show a net gain of over 44 per cent, and we are inclined to think that our coal operations must look in this direction for any future extension of the trade. We confidently believe that any alteration affecting the entrance of Nova Scotia coal into the United States, will not bring about any noteworthy increase in the sales to that country. Indeed, it is highly probable that the trade with that country will cease in a few years.

The total sales of the Province, from 1858 to the end of 1884, amounted to 17,987,772 tons, and this quantity added to the sales prior to 1858, brings the aggregate quantity of coal sold in one hundred years, ending in 1884, up to 22,290,937 tons.

In bringing to a close this brief and imperfect account of the growth of the Nova Scotia coal trade in the first century of its existence, we cannot refrain from expressing a fervent hope that in the near future, the Province, by the development of her iron and copper deposits, may be in a position to cause the whole world to feel the value of her coal mines.

GOLD MINING IN NOVA SCOTIA.

According to Mr. E. Gilpin, Inspector of Mines, the boundaries of the gold country of the province enclose an area of about 6000 square miles. Allowing that granite intrusions take up half of this area, the remaining territory of 3000 square miles of strata on edge and of unknown depth affords a large scope for the explorations of the geologist and miner. A very small proportion of this territory has been developed, but the discoveries of each season are increasing the number of places indicating gold in abundance. The geological surveys, on account of the very limited amount of investigation given to the gold country, afford but little satisfactory knowledge of the rock formations and their relative importance for producing gold. Outside of the geological survey work, some investigations have been made by geologists to explain geological occurrences observed in mining work. Our provincial miners are, as a rule, experienced in exploring and prospecting, and it is almost entirely owing to their discoveries of gold ore, their observations regarding the modes of its occurrence and their mining work, that the gold mining industry of the province has become the important industry it is at present. Gold-mining in Nova Scotia has had to contend against strong prejudices, and its triumph over them is a confirmation of its value.

One source of prejudice has been the unwillingness of our business men and capitalists of moderate means to make themselves familiar with the advantages, profits, methods and details of gold-mining as a business. They have been too apt to invest merely as holders of shares in mining companies which too often treated receipts as dividends, until the original capital was used up and a lean run of ore brought a stoppage of business. In either profits or risks gold mining will compare very favorably with fishing, lumbering, shipping or manufacturing. Another source of prejudice has been the tactics of mining speculators, as shown in their extravagant praise of some properties and unfair reports of others, their common lack of cash capital, haste in paying unwarranted dividends, and poor management of mining works. These tactics prevented many capitalists from finding out the value of the business when properly conducted. Distrust has arisen on account of the poor results, due to poor management of valuable properties, as shown in the insufficient machinery, wasteful mining methods, careless milling of ore, neglect of development work to locate new bodies of rich ore, and a want of systematic study of the conditions peculiar to each property. Fortunately, improved methods of mining and milling, and intelligent consideration of the conditions affecting properties are now becoming the rule and preventing the recurrence of past mistakes. The climate of Nova Scotia, the natural facilities of the country for communication and transportation, the nearness of mining districts to settlements, the abundance of water-power and fuel, the moderate price of labor, and the richness of the veins, are some of the advantages presented by Nova Scotia as a mining country. The winter with its snow and ice does not hinder mining work, but on the contrary, greatly assists the transportation of machinery and freight and the obtaining of supplies, fuel and mining timber. On account of the high grade and free milling qualities of the ore found in the veins, quartz mining is the almost universal practice, although alluvial mining has been prosecuted at different times, and is capable of considerable extension. The richness of the leads that have been worked is shown by the fact that the ore has been treated by stamp crushing and battery amalgamation to obtain the free gold, while the saving of the mineral in the tailings has been neglected. The mining districts are scattered throughout the province, and in these districts there are numerous veins, nearly all of which are gold-bearing. Many leads that formerly could not be profitably worked, can now, on account of better mining knowledge, be made to pay. There have been many instances of veins three or four inches in width yielding handsome profits for periods of considerable length. The attention that is now being paid to the large belts and veins of low-grade ore is proving the fact of the existence of a great many such veins and the opportunities of doing profitable work on a large and lasting scale in connection with them. From the experience of the past it is found that the cost of mining work for any given vein can be closely estimated from the development work, and the rate will be very constant for the same vein. The cost of mining wide belts of mixed slate and quartz varies from fifty cents to a dollar (two to four shillings), in mining wide veins of solid quartz the cost varies from \$1 to \$2 (four to eight shillings). Veins twelve inches wide are usually worked for \$4 to \$5 per ton, (sixteen to twenty shillings per ton). Veins narrower than twelve inches increase rapidly in cost according as they decrease in width, a four inch vein of the ordinary type often costing \$15 per ton (£3). With the introduction of improved methods these prices will be lessened. Timbering in these veins is comparatively simple, the solid character of the walls permitting timbering at a minimum cost. The cost of pumping the leakage water from the mines is usually small, as the solid walls keep the workings quite dry in most cases. The cost of milling varies from a little less to a little more than \$1 (four shillings) for water-power mills, to about \$2.00 (eight shillings) for steam-power mills.

For these facts respecting the cost of mining in Nova Scotia, we are indebted to Mr. F. W. Christie, of Bedford.

We subjoin some extracts from the report of the Department of Mines, compiled by Mr. E. Gilpin, Govt. Inspector.

"All the auriferous ground in the Province is the property of the Government, and it issues leases for three terms of twenty years. The areas are laid off in rectangular form, each area being 150 by 250 feet, with the shorter sides parallel to the general run of the veins and the beds of the district. The fee paid for each area is two dollars. Similar areas can be taken under prospecting licenses for the space of six months, on payment of a small registration fee."

"Among the more prominent districts at the present time may be mentioned the Salmon River Mines. Here work has been carried on for several years on a vein of quartz from three to six feet wide. Several shafts have been sunk to a depth of about 150 feet, and ore has been extracted from a portion of the vein about 900 feet long. The quartz is crushed in a stamp mill driven by water power, and placed about a quart of a ton from the mine. There are eight batteries, each holding five stamps, weighing about 700 lbs. each complete. The average yield from the quartz has varied between 7 dwts. and one ounce to the ton. Owing to the size of the vein and the cheapness of the water power crushing, this ore could be profitably treated even if the value of the gold yield fell to five dollars, or say twenty shillings to the ton. Since the opening of the mine 33,253 tons of quartz have been crushed, and yielded 18,047 oz. of gold. This mine can be taken as a sample of others now working in the Province. At Montagu, Rawdon, Oldham, Stormont, and Lake Catcha, profitable mining has been carried on during the past year."

"However tempting the prospects of the rich quartz veins may prove to the miner, the great future of gold mining in Nova Scotia, in my opinion lies in the so-called "low grade" ores. In many of the districts are met wide belts of slate and quartzite, intersected by quartz veins, both the veins and the rocks being more or less auriferous. Experience in the Western States has shown that ore such as this, mined in large quantities and crushed and amalgamated in large mills of 75 to 100 stamps, pays well even when worth not more than \$5 a ton. Trials on a working scale have been made of such ores as they occur in this Province, and the field appears even more promising here than in any other gold-mining country."

"At Sherbrooke and Mount Uniacke large lots of this ore have been quarried and crushed in small mills, and the results have shown that such operations, if conducted on a large scale, with approved appliances, would pay well. The values of these crushings have averaged from 3 to 7 dwts to the ton, and it can be safely asserted that nowhere can labor and the usual supplies of mining camps be procured more cheaply than in Nova Scotia."

GENERAL ANNUAL SUMMARY.

| YEAR. | Total ounces of Gold extracted. | | | Stuff Crushed | Yield per Ton of 2,000 lbs. | Total Days Labor. | Average earnings per man per day and year, at 300 working days, \$15 per oz. | | | |
|------------|---------------------------------|------|-----|---------------|-----------------------------|-------------------|--|-----------|-------|-------|
| | Oz. | Dwt. | Gr. | | | | A day. | A year. | | |
| 1862 | 7275 | 0 | 0 | 6473 | 1 | 2 | 11 | 156,000 | \$ 83 | \$249 |
| 1863 | 14001 | 14 | 17 | 17002 | 16 | 11 | | 273,264 | 92 | 276 |
| 1864 | 20022 | 18 | 13 | 21434 | 18 | 16 | | 252,720 | 1 42 | 426 |
| 1865 | 25154 | 4 | 8 | 24423 | 1 | 0 | 20 | 212,966 | 2 15 | 645 |
| 1866 | 25204 | 13 | 2 | 32161 | 15 | 2 | | 211,796 | 2 14 | 612 |
| 1867 | 27314 | 11 | 11 | 31386 | 17 | 9 | | 218,894 | 2 24 | 672 |
| 1868 | 20541 | 6 | 10 | 32262 | 12 | 17 | | 241,462 | 1 53 | 459 |
| 1869 | 17868 | 0 | 19 | 35147 | 10 | 4 | | 210,938 | 1 52 | 456 |
| 1870 | 19866 | 5 | 5 | 30829 | 12 | 21 | | 173,680 | 2 05 | 615 |
| 1871 | 19227 | 7 | 4 | 30791 | 12 | 11 | | 162,992 | 2 12 | 636 |
| 1872 | 13094 | 17 | 6 | 17693 | 15 | 7 | | 112,476 | 2 09 | 627 |
| 1873 | 11852 | 7 | 19 | 17708 | 13 | 9 | | 93,570 | 2 28 | 684 |
| 1874 | 9140 | 13 | 9 | 13844 | 13 | 5 | | 77,246 | 2 12 | 636 |
| 1875 | 11208 | 14 | 19 | 14810 | 15 | 4 | | 91,698 | 2 20 | 660 |
| 1876 | 12038 | 13 | 18 | 15490 | 15 | 13 | | 111,304 | 1 94 | 582 |
| 1877 | 16882 | 6 | 1 | 17369 | 19 | 10 | | 123,565 | 2 46 | 738 |
| 1878 | 12577 | 1 | 22 | 17990 | 13 | 23 | | 110,422 | 2 05 | 615 |
| 1879 | 13801 | 8 | 10 | 15936 | 17 | 8 | | 92,002 | 2 34 | 702 |
| 1880 | 13234 | 0 | 4 | 14037 | 18 | 20 | | 103,826 | 2 18 | 654 |
| 1881 | 10756 | 13 | 2 | 15556 | 12 | 20 | | 126,308 | 1 52 | 456 |
| 1882 | 14107 | 3 | 20 | 22081 | 12 | 18 | | 106,884 | 2 37 | 711 |
| 1883 | 15446 | 9 | 23 | 25954 | 10 | 21 | | 97,733 | 2 84 | 862 |
| 1884 | 16059 | 18 | 17 | 25147 | 12 | 18 | | 118,087 | 2 40 | 720 |
| 1885 | 22203 | 12 | 20 | 28890 | 15 | 4 | | 167,421 | 2 53 | 759 |
| Total | 389180 | 4 | 15 | 524813 | | | | 3,637,614 | | |

It will be observed that we have in our Province coal, iron, and gold, and the development of the two last named minerals will form an important page in our future history. Copper, manganese, antimony, barytes, gypsum, marble, etc., also occur in abundance, and have been worked to some extent.

Future researches will probably disclose other valuable minerals, thus the Precambrian rocks of Cape Breton, like their counterparts in Quebec and Ontario, may yield phosphates, plumbago, asbestos, etc., in addition to the iron and copper ores already known to exist in them.

These resources are being gradually developed, and few of the English colonies offer a more promising field to the miner and capitalist. The natural position of Nova Scotia projecting into the North Atlantic with fine harbors, cheap fuel, numerous minerals, its healthy climate and orderly population, and its nearness to England, all combine to forecast an important and prosperous future for it.

It may be remarked that in Pictou county the conditions for making iron and steel cheaply are unsurpassed, as within a few miles are collected numerous iron ores, fluxes, and good furnace fuels, and there is railway and water communication with all parts of the Dominion.

LIVE STOCK.

During the past few years much attention has been given by our farmers to the raising of horses, cattle, sheep, swine, and poultry. From the Province of Quebec a large number of excellent carriage horses are annually exported; and in the Island of Prince Edward special attention has been devoted to the improvement of breeds suitable for farm purposes; but with these exceptions, it must be admitted that our horses are far below those of the best English breeds.

Our farmers are now fully alive to the advantages derived from the rearing of thorough-bred cattle, sheep, and swine, and the progress they have made in this respect has been especially marked during the past decade. Through the efforts of the various Dairymen's Associations in the Atlantic Provinces, the Dairying industry is fast assuming important proportions, and is destined to become of still greater importance as the adaptability of the country for it becomes better understood.

SHEEP.

Notwithstanding that the facilities for raising sheep are quite equal, if not superior to those of other countries, our people have not yet realized the importance of sheep raising as an industry. For hundreds of miles the kelp is deposited upon our shores, and this food and fertilizer (the qualities of which are so well understood by the sheep raisers of Scotland) is seldom or never utilized. The magnificent sheep runs upon the small islands adjacent to the coast, have not been taken advantage of, the attention of the inhabitants being centered in the fishing industry. The uplands in the interior, with their short grasses, and the bountiful supply of clear water in the hill-streams afford most excellent pasture ground for sheep. In Hants, Colchester, Cumberland, Pictou, and Antigonish Counties, improved breeds have been introduced, and are found to thrive well, the Leicesters and Southdowns being the favorites. Turnips and hay, for winter feed, can be grown in large quantities.

In a letter lately received from Mr. Thomas A. McDonald, Durham, Pictou Co., the writer says—"I can buy fat weathers that will weigh 70 to 80 pounds for \$3.00 (12s.) and after wintering them, sell them in the spring for from \$9 to \$10, (£1 16s. to £2). The wholesale rate at which lambs are sold is \$2, (8s.), while the price of mutton at 3 years old, averages 11c., (5½d.) per pound for forequarters, and 12c. (6d.) for hindquarters. Wool can readily be disposed of at from 30c. to 35c., (1s. 3d. to 1s. 5½d.) per pound. To the farmer possessed of a knowledge of sheep raising, the Atlantic Provinces offer special inducements.

POULTRY.

Turkeys, geese, ducks, and chickens, are raised on almost every farm. Turkeys find a ready sale at from 12 to 18 cents (6d. to 9d.) per pound; geese are sold at from 60c. to \$1., (2s. 6d. to 4s.) each; and ducks at 60c. to 80c., (2s. 6d. to 3s. 4d.) per pair; chickens are readily disposed of at 50c., (2s.) per pair, but the farmers' wives who consider the poultry yards their special prerogative, find that the sale of eggs at from 12c. to 30c., (6d. to 1s. 3d.) per dozen, pays better than the selling of young fowls. Not having a bureau of statistics, it is impossible for us to give any idea of the receipts that the farmers' wives enjoy on account of this particular industry, but it is safe to affirm that the returns, considering the smallness of the outlay, are very handsome.

FARM PRODUCTS.

The climate and soil of the Eastern Provinces are well adapted to the production of fruit, roots, garden vegetables, hay and grain.

FRUIT.

The culture of small fruits such as strawberries, raspberries, currants, gooseberries and cranberries, has proved remunerative; and this, notwithstanding the fact that the wild varieties of these fruits are gathered and sold in immense quantities.

Among the larger fruits produced, apples, pears, plums and quinces are the most important. Of these, apples take the leading place, the principal varieties being gravensteins, ribston pippins, blenheim's, baldwins and nonpareils. About 200,000 barrels of apples are annually produced in Nova Scotia.

ROOTS.

In making an estimate of the average yield of roots per acre, it must be borne in mind that it depends largely upon the methods of cultivation employed by the farmer; both as regards the drainage of the land, and the quality and the quantity of the fertilizers used. Mr. John A. Dickson, of Onslow, N. S., who is a practical farmer, estimates the average yield of roots per acre in the Maritime Provinces to be as follows:

| | | |
|----------------------|--------|--------------|
| Carrots | 450 to | 700 bushels. |
| Turnips..... | 400 " | 800 " |
| Parsnips..... | 400 " | 600 " |
| Beets..... | 500 " | 700 " |
| Mangel Wurtzels..... | 700 " | 1200 " |

The following table shows the average price at which the above roots are sold. Mangel-Wurtzels are, as a rule, fed out on the farm:

| | | |
|---------------|-------------|-----------|
| | Per Bushel. | |
| Carrots..... | \$0.30 | (1s. 3d.) |
| Turnips..... | .25 | (1 0½) |
| Parsnips..... | .40 | (1 8) |
| Beets | .40 | (1 8) |

VEGETABLES.

Market gardening has never been followed to any great extent, excepting in the vicinity of the larger cities. This is due to the fact that shop-keepers, tradesmen, and mechanics, living in the provincial towns and villages usually own sufficient land to raise the vegetables required for home use. As the centres of population continue steadily to increase, the marketing of garden produce must soon become remunerative, and as the yield of peas, beans, cucumbers, lettuce, pumpkins, squash, asparagus, artichokes, onions, celery, rhubarb, etc., is large, market gardening will be a profitable occupation.

HAY.

The dyked or marsh lands, and the upland in the Maritime Provinces, are well adapted for the growing of timothy, clover, and other grasses. Upon the dyked land four tons of hay have been produced to the acre, the average, however, does not exceed two and a quarter tons. The hay produced upon the upland yields on an average from one to two tons per acre, richly manured lands producing a larger yield. According to Mr. C. P. Blanchard, of Truro, who has supplied us with the facts as to the yield and price of hay, farmers can readily obtain for hay, loose in the barn, \$10.00 (£2) per ton. The market for hay is good, but farmers generally find it better policy to feed the hay to the stock upon their farms.

CEREALS.

Wheat, barley, rye, oats, buckwheat, and Indian corn, are grown in large quantities upon the uplands and intervalees. The yield of oats per acre being above the average obtained by the farmers of Sweden and Germany.

THE CHURCH OF ENGLAND.

It is just ninety-nine years since the Rev. Charles Inglis, D.D., of New York, was consecrated Bishop of the newly-created See of Nova Scotia, he being the first Colonial Bishop in the British Empire. During these ninety-nine years, the Church of England in Canada has made marked progress, and many new Sees have been established. The membership in the Dominion at the present time numbers 574,000, and of these, 114,000 are inhabitants of the Maritime Provinces. The diocese of Nova Scotia includes the Provinces of Nova Scotia and Prince Edward Island, and the diocese of Fredericton the Province of New Brunswick. The Right Rev. Herbert Binney, D.D., is Bishop of the former diocese, and the Most Rev. J. Medley, D.D., Metropolitan of Canada, is the Bishop of the latter Province. In the two dioceses there are 162 ordained clergymen, many of whom are Englishmen by birth. Churches and missions are established in almost every locality, and members of the Church of England settling in these Provinces would always be within easy reach of a church or mission chapel. The children of Church of England parents attend public schools in which they receive a thorough training in the ordinary branches of study. The higher education of young ladies is provided for in numerous and well conducted private boarding schools, of which the principal is the "Girton House," situated in Halifax. The Collegiate School, at Windsor, which is an admirably conducted institution, offers to those intending to pursue a college course an admirable academic training. King's College, which is the oldest University in British North America, founded in 1788, has been and is doing a good work; many of the graduates of King's have accepted honorable and distinguished positions, not only in these Provinces, but also in many other portions of the British Empire. In this college young men are prepared for the ministry, and among those who have taken the Divinity course, may be counted some of our most brilliant scholars. Through the *Church Guardian*, which is published in Montreal, and the *Record*, published at King's College, the members of the Church of England are kept fully informed as to the doings in the church, both in England and the Colonies.

The Church of England in Canada is making strong efforts to provide for the spiritual necessities of those who come from the Mother Country as well as for her own children. A very well organized system of emigration from England, in connection with the church, is managed by the Rev. J. Bridge, of Liverpool, who has himself accompanied several parties of emigrants. There are chaplains connected with this system at Halifax, and a number of other Canadian cities.

THE PRESBYTERIAN CHURCH.

In 1875 the Established Church of Scotland, the Free Church, and the United Presbyterians, were formed into one body under the name of the "United Presbyterian Church in Canada." There are still some few thousand Presbyterians holding aloof from this Union, but in considering the standing of the denomination in the Dominion, these may be regarded as forming a part of the one Church. Including these, the Presbyterian Church in Canada numbers about 676,000. Owing to the large Scotch population in the Maritime Provinces, Presbyterians are numerically strong, numbering according to the late census, 188,000. There are in the three lower provinces 10 Presbyteries in connection with which are 169 ministers actively engaged in carrying on the work of the Church. The Presbyterian Church makes no special denominational provision for the education of children, but it is mainly due to this fact that our public schools and county academics are maintained in their present state of efficiency. The University of Dalhousie which is an undenominational College, receives direct support from the Presbyterian Church. The smaller schools or colleges, formerly maintained by the

Presbyterians, are merged in the Central University; a number of Chairs in Dalhousie being now supported by the Church. In these schools, academies, and in the university, the youth of both sexes receive that general and higher education which fits them to occupy their positions during life. From 1603, when the Huguenot De Monts was appointed first Governor of Acadia, down to the present time, Presbyterians have occupied the highest positions in the land—and, as in other countries, Presbyterians are well to the front in commercial and charitable enterprises. The Presbyterian Theological Hall at Halifax has three professors and several lecturers. Seventeen students are now in attendance, but this by no means represents the number studying for the ministry, as many of our young men are pursuing their studies in Divinity at Queen's University, Kingston, and at Princetown College, New Jersey.

Since the establishment of the Augmentation fund all Presbyterian ministers in these provinces are guaranteed a salary of \$750, (one hundred and fifty-four pounds). The religious press in the Maritime Provinces is most active in disseminating news respecting Church affairs. The *Presbyterian Witness* of Halifax in this respect is worthy of special mention. The *Church Record*, published in Montreal, and the *Maritime Record*, are widely circulated and are doing good work. Presbyterians coming to this country will meet with a hearty welcome from their brethren. In almost every town and village the Presbyterian Churches with their tall spires may be seen. In these the services are conducted according to the time-honored custom of the Church, so that the emigrant and his family in this respect would scarce realize that they had left the land of the broom and heather.

THE METHODIST CHURCH.

The Methodist Church in Canada is the result of a union of all the branches of Methodism formerly existing in the country. The old Wesleyan body united in 1874 with the New Connection Methodist Church. In the year 1882 a further union was consummated with the Methodist Episcopal Church, the Primitive Methodists and the Bible Christian Methodists. This United Methodism forms the largest Protestant body in the Dominion, numbering in all, according to the last census, about 740,000.

The denomination in the Maritime Provinces is not so numerous in proportion to the population as in other parts of the Dominion, nevertheless the membership of the Church is steadily increasing, at the present time numbering 98,000. In the three provinces, there are at the present time 205 ministers and preachers on trial carrying on the Christian work, according to the plan and method laid down by Wesley.

The Methodist educational institutions at Sackville, N. B., were founded by the liberality of the late Charles F. Allison of that place, and are named "The Mount Allison College and Academies," in honor of their founder. The buildings comprise the new stone College building, and two large Academies, one for boys and one for girls; also a boarding hall for College students, and an assembly hall or chapel. The College possesses the right by charter to confer degrees in Arts and Theology, and was the first institution of the kind in the Maritime Provinces to open its halls to young ladies. Many of her graduates and Alumni are now occupying useful and honorable positions in the country.

The Methodist Church in Nova Scotia and the neighboring provinces, was the first to make provision for aged or disabled ministers, and for the wives of deceased ministers. Its very successful efforts in this direction have been followed by all the other churches of the country. Its Educational Fund aims to assist in the maintenance of the several Methodist colleges in the Dominion, and in the encouragement of young men preparing for the ministry.

The Book Room, situated in Halifax, was opened many years ago, for the diffusion of Methodist and general literature of a moral and religious tone.

The *Wesleyan*, the organ of the Methodist Church in the Maritime Provinces, has been published since 1849, and has very effectively aided the Church by the diffusion of intelligence respecting its work and by the support of the schemes from time to time brought forward. Its existence has now become indispensable to the growth and prosperity of the Church.

The manager of the Book Room, and the editor of the *Wesleyan* are both ministers, elected at the General Conference.

The circuits and preaching places are scattered throughout the length and breadth of the land, and there are few if any sections where it would be possible for a Methodist settler to be deprived of the means of grace furnished by his own Church.

THE BAPTIST CHURCH.

The Baptists are numerically stronger in the Maritime Provinces than in any other section of Canada. According to the last census, the Baptists in the Dominion numbered 296,000, while those in the Lower Province numbered 170,000. Of these, 128,000 are members or adherents of the regular Baptist church, and 42,000 of the Free-will Baptist church. The regular Baptists are divided into six associations, three in Nova Scotia, two in New Brunswick, and one in Prince Edward Island, in addition to which there is, in the first Province named, an association of African Baptists. The spiritual needs of the people are provided for by 193 zealous ministers; in fact, since the establishment of the first Baptist church at Horton, 1779, the denomination has steadily grown. As a denomination, the Baptists make special provision for educating their youth. The Baptist Seminary at St. John, N. B., transferred thither in 1884, has a staff of seven instructors, and a good attendance. The Maritime Baptists also own and control three

institutions at Wolfville, N. S. The total number of students in the Young Ladies' Seminary and in the Academy and College is about 200, 80 of whom are taking the Arts course in Acadia College, which has a staff of six Professors. In this country, Baptists are found in every walk of life, and among the members and adherents of the church are included some of our most enterprising ship-builders, bankers, and most successful politicians. The regular Baptists have for their Theological school, in connection with the rest of their brethren of the Dominion, Toronto Baptist College, Toronto, Ont., one of the best equipped Theological schools on the continent. This college was handsomely endowed by Hon. Senator McMaster, to whom the Baptists of Canada owe a debt of gratitude. Besides these larger efforts of the denomination, there is the Baptist Book and Tract Society, for the distribution of religious literature, located in Halifax, N. S., and the Maritime Baptist Publication Society, which publishes the *Messenger and Visitor*, a weekly paper which is justly considered one of the best religious journals published in the Maritime Provinces. The Baptists of these Provinces are a self-reliant body of people. The high standing of the church to-day is the direct result of the zealous efforts of its ministers and members. Without aid from abroad, churches have been built in every locality, the salaries of the ministers paid, and the maintenance of the educational institutions provided for. If Baptists in Great Britain are seeking a field for emigration, they cannot do better than throw in their lot with their brethren in this country. Here they will find that the opportunities for obtaining an honest livelihood are exceptionally good, and here they can educate their children and have them trained in those cardinal principles of belief, baptism and unswerving loyalty to the teachings of the Bible, which Baptists everywhere hold so dear.

THE ROMAN CATHOLIC CHURCH.

In the Maritime Provinces the population is somewhat less than 1,000,000, about 300,000 of whom profess the Roman Catholic faith. Those of Scottish descent are most numerous, being about 140,000. The Irish, French, English, Germans and Belgians, stand numerically as in order. Religious discord is virtually unknown, the very best feeling existing between pastors and people and the members of other denominations.

To minister to these 300,000 Catholics, there are one archbishop, four bishops, and one hundred and seventy-five priests, most of whom are natives. Several have taken degrees in the College of the Propaganda.

Rev. Cornelius O'Brien, Archbishop of Halifax, who is a native of Prince Edward Island, is a Propagandist, a man of scholarly attainments and literary ability. "The Philosophy of the Bible vindicated," "Mater Admirabilis," and "After Weary Years," are three publications of which he is the author. Another Propagandist is the Right Rev. John Cameron, a native of Antigonish County, N. S., now Bishop of Arichat, who enjoys the esteem of all denominations and who has more than once been chosen by the Holy See to act as Papal Legate. One of his former priests, Right Rev. Dr. McDonald, is now Bishop of Harbor Grace, Newfoundland. Of the three colleges in connection with the Church, that at Memramcook, N. B., has the largest attendance, its students numbering from 180 to 220, but the work done is of an elementary character. Much more advanced work is carried on at St. Francis Xavier College, Antigonish, N. S., the students numbering from 45 to 70. Many of its graduates hold high professional positions in the provinces, two of its Alumni being in the Episcopate. St. Dunstan's College, situated at Charlottetown, is quietly doing useful work in Prince Edward Island, the attendance varying from 20 to 40.

The Institutions for the higher education of young ladies are numerous and well sustained. Among the foremost are "the Convent of the Sisters of the Holy Cross," at Memramcook, "the Convent of the Ladies of the Sacred Heart," at Halifax, the highly efficient Academy of "Mount St. Vincent," four miles from Halifax, and those of the Ladies of Notre Dame at Charlottetown and Souris, P. E. I., Pictou, Antigonish, Arichat and Sydney, N. S. In addition to these are a number of convent schools established in various localities.

In a quiet, secluded valley in Antigonish is the monastery of the Trappist Monks, who number 48, most of them being Belgians. English, Scotch and Irish Catholics, will find in these Provinces by the sea a home in which they can enjoy all the privileges that it is possible for their blessed Mother Church to bestow upon them.

THE CRITIC

Published every Friday, at Halifax, Nova Scotia,

— IS THE —

LEADING WEEKLY JOURNAL IN THE MARITIME PROVINCES.

Terms of Subscription (in advance): Any part of Canada, Newfoundland, or the United States, \$1.50 per annum; Other Countries, \$2.00 (8s.) per annum.

THE CRITIC has a large circulation among the leading Business Men, Agriculturists, Fishermen and Miners, and will be found to be the best advertising medium in the Maritime Provinces.

Address all communications to

C. F. FRASER, EDITOR AND MANAGER,
Critic Publishing Co., Halifax, Nova Scotia, Dominion of Canada.

STEREOTYPED AND PRINTED BY HALIFAX PRINTING COMPANY,
161 HOLLIS STREET, HALIFAX, N. S.