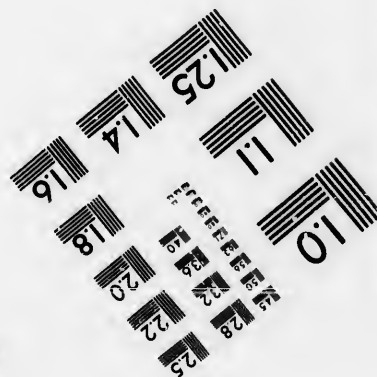
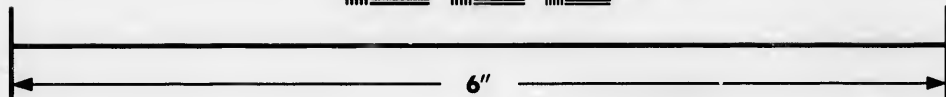
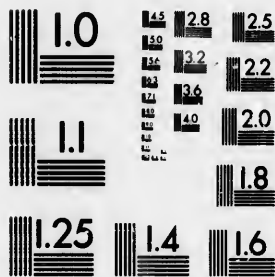


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1986

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.

- | | |
|--|--|
| <input type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
Le reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> 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. | <input type="checkbox"/> Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir le meilleure image possible. |
| <input type="checkbox"/> 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	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

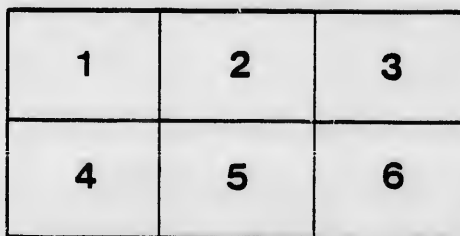
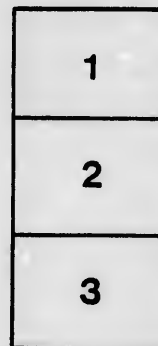
McLennan Library
McGill University
Montreal

The Images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

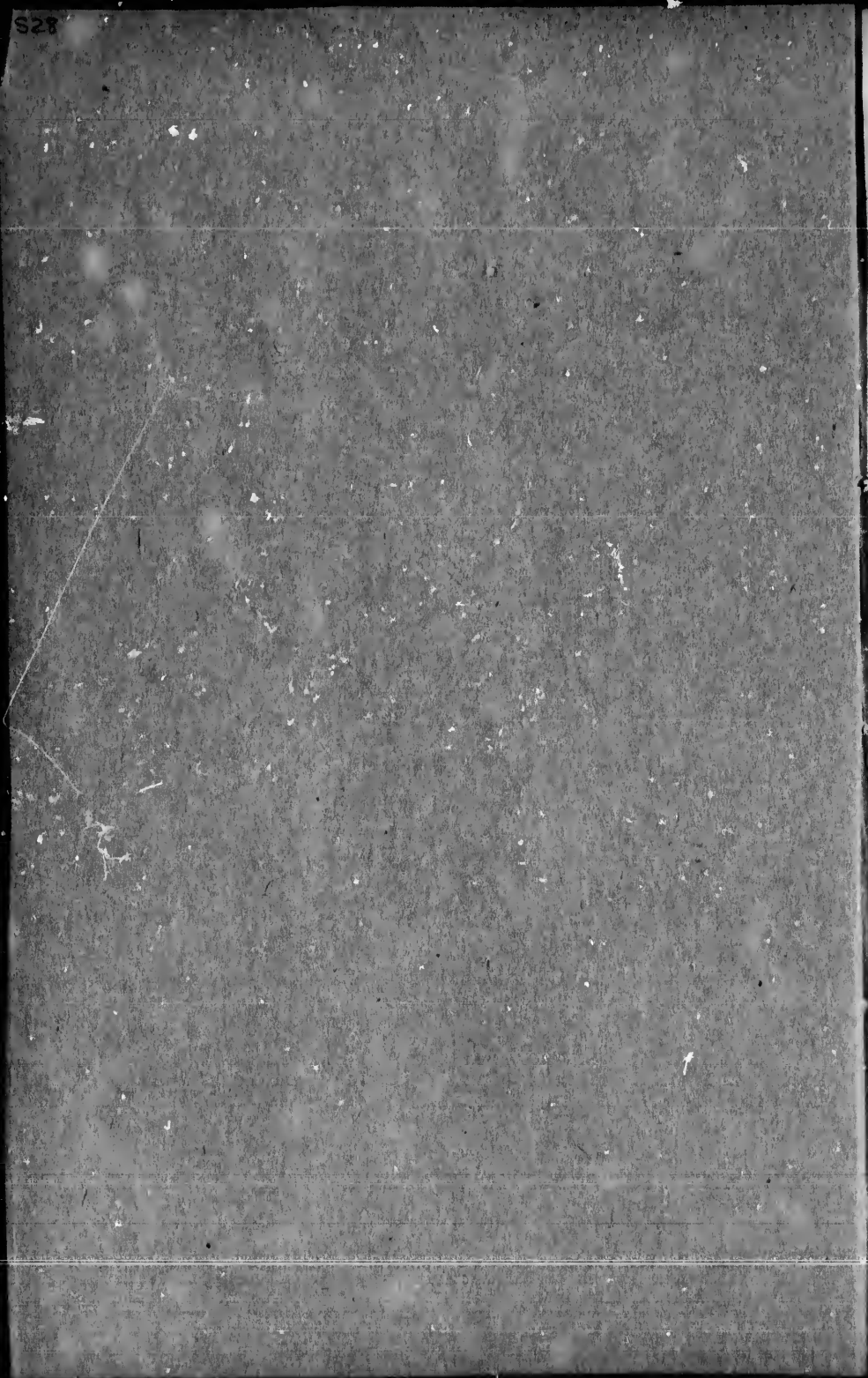
McLennan Library
McGill University
Montreal

Les Images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.



[Faint, illegible text visible on the right edge of the page, possibly bleed-through from the reverse side.]

A

Not in TPL

Not in CIA

Not in Selma

HANDBOOK

FOR

THE COLONY

OF

NOVA SCOTIA.

F. ALGAR.

LONDON:

Canadian News Office,

11, CLEMENT'S LANE, LOMBARD STREET.

1864.

NOVA SCOTIA.

IN a pamphlet of this description we cannot pretend to enter at any length into the previous and very interesting history of this province, which is full of romantic incidents connected with the early discoveries of the western continent, and the long and bloody struggles of the 17th and 18th centuries between Great Britain and France. It will suffice for our present purpose to say that it is believed that Nova Scotia was first discovered by the elder Cabot, in charge of an expedition fitted out by merchants of Bristol and London in June, 1497, and after having been alternately in possession of the French, who first actually colonised it, and their English rivals, it was finally ceded to Great Britain by the Treaty of Utrecht in 1713. The capital at that time was Port Royal, which name was changed to Annapolis in honour of Queen Anne, but Halifax having been founded in 1749 by Lord Cornwallis, became the seat of Government, and has since become the chief station of the British fleet in the North American waters. The Island of Cape Breton, with its stronghold of Louisburg was not, however, transferred to Great Britain until 1763, when France relinquished all her claim on the Northern American continent. In 1784 the territory was divided, and New Brunswick, together with Cape Breton, were established under independent Governments, but in 1819 the latter was reannexed to, and has since remained, a portion of this province.

PRINCIPAL FEATURES, CLIMATE, ETC.

Nova Scotia is a peninsula on the eastern shore of the North American continent, to the south of the Gulf of St. Lawrence, connected with New Brunswick by an isthmus of from 15 to 20 miles in width. The island of Cape Breton is separated from Nova Scotia by the Gut of Canso, a channel from the Gulf of St. Lawrence to the Atlantic. The area of the whole Province, which lies between the 43rd and 47th degrees north latitude, and the 60th and 66th degrees west longitude, is rather more than 18,588 square miles. The southern and south-eastern coasts are washed by the Atlantic Ocean, the western by the Bay of Fundy.

The Peninsula, or Nova Scotia Proper, which contains an area of 15,500 square miles, in form resembles an irregular four-sided figure, having an extreme length of 250 miles, with an extreme width of 100. Its surface is hilly and diversified, but can hardly be termed mountainous, whilst the coast line, which is more than 1,000 miles in extent, is indented with numerous bays and harbours. The great Bay of Fundy washes about 100 miles of the coast, and then divides into

two branches—one, Chiegnecto Bay, on the north, which constitutes the boundary with New Brunswick, and the Minas Channel or Basin. The chief harbour is that of Halifax, which is without a superior in any portion of the world, being easy of access for ships of every size, of enormous extent, and protected from every quarter. Yarmouth, on the south-west coast, possesses the largest trade after Halifax; but all along the Atlantic coast there are numerous natural harbours easily accessible and of greater or less depth. On the Bay of Fundy there are no natural harbours, except at Annapolis, owing to the extraordinary rapidity of the tides, but the deficiency has been supplied artificially; whilst, on the Gulf of the St. Lawrence, ships may lie close to the wharves, and at Pictou, Pugwash, &c., a prosperous timber trade is carried on.

The province is well watered; the rivers, although small, are numerous, and nearly all are navigable for some distance from their mouths, whilst owing to the inequality of its surface, numerous lakes occur in every part, forming almost a continuous water communication in the interior. Many of these inland waters are surrounded by scenery of the greatest beauty, and all, or very nearly all, abound with excellent fish.

The chief ranges of hills, for they can hardly be termed mountains, are the Cobequid, a ridge which extends from Cape St. George through the counties of Sydney, Pictou, and the south and north mountains of King's County and Annapolis. The Cobequid Mountains attain a height of 1,200 feet, but Ardorse Hill, between Windsor and Halifax, is believed to be the highest elevation in the province.

The island of Cape Breton is separated from the main land by the Gut of Canso, a channel leading to the Gulf of the St. Lawrence, of about 18 miles in length, with a width varying from half a mile to a mile and a half in breadth; it is generally used by the shipping engaged in trading between the St. Lawrence and the American ports, in preference to the more dangerous routes north of the island. In its general features Cape Breton very closely resembles Nova Scotia. Its greatest length is about 100 miles, and its greatest breadth 72 miles, with an area of about 3,000 square miles. The eastern coast possesses many bays adapted for excellent harbours, the most important of which is Sydney; on the western coast the harbours and inlets are few. The chief are Port Hood and Ship Harbour; on the eastern coast are Fouchu, Louisburg, Bridgeport, St. Ann's, and Ingonish. Although the surface of the island is undulating and elevated, especially towards the north, the hills are not remarkable for their height. There are several rivers and lakes; one of the latter, the Bras d'Or, is rather an inland sea of salt water, which penetrates almost across the island, having an area of about 500 square miles, and is navigable throughout by the largest vessels.

Sable Island, which bears such an unenviable notoriety, on account of the shipwrecks which have occurred on its coasts; its greatest breadth is under two miles, and its length about 25; the soil is sandy and barren, covered with coarse grass and cranberry bushes, and its chief feature are the herds of wild horses which abound on it. The

Nova Scotia Government maintain an establishment here for the relief of shipwrecked mariners.

As regards scenery, Nova Scotia is agreeably diversified, and often extremely picturesque; and the unsettled portions of the province present every variety of forest scenery, relieved by the numerous streams and lakes; in others grand and sublime views. In the cultivated districts the aspect of the country is one of great fertility, although wanting in that garden-like appearance which characterizes English agriculture, for the rougher style of cultivation within the means of the colonists cannot be expected to produce the results which so much energy and capital produce in England.

The climate of Nova Scotia has shared in the unfavourable opinion with which the whole of British America is regarded in the mother country; and it is this erroneous, but extensively prevalent delusion, which has, more than any other cause, deterred the great body of emigrants from resorting to it. The climate, although undoubtedly much colder than that of Great Britain, is nevertheless remarkably healthy, and the winter, in its greatest severity, far more cheerful and comfortable than the more damp and dull atmosphere of Great Britain. It is drier and more equable and serene; the temperature in summer is higher, but the shortness of this season is compensated for by the extraordinary rapidity of vegetation.

The mean temperature of spring is 49° , of summer, 62° , of autumn, 35° , and of winter, 22° . There are about 114 days of rain, and 60 days of snow, on the average, in each year. The prevailing winds are the south-west and north-west. The north, north-west, and west, are, in summer, cool and dry, and in winter cold. The south-west wind is mild and agreeable, though, in spring and autumn, sometimes stormy. The south and south-west winds, on the Atlantic coast, are frequently accompanied by fogs, for which Nova Scotia is unjustly celebrated, but they do not extend inland.

The coldest season is comprised in the first three months of the year; but the cold is not so continuous, nor does the ground remain so constantly covered with snow, as is usual in the neighbouring provinces and states. A great body of snow falls, but, owing to the frequency of thaws, it very rarely attains a greater depth than one foot, except upon the high lands. An impression very generally prevails among the inhabitants of the country, that the winters are gradually becoming milder, a fact attributed to the removal of the forest and the extending cultivation of the soil.

Spring commences with April; but during April and May, the climate is still subject to sudden transitions of temperature, owing to the masses of ice still floating in the Atlantic and the Gulf of St. Lawrence; they are often attended by squalls of snow. Agricultural operations commence in April, and "seed time" continues through May. Owing to the rapidity with which vegetation proceeds, and to the fact that winter crops are rarely or never sown in Nova Scotia, this is an extremely busy season in the farming districts. Spring—or rather the first two months, April and May—is considered the least healthy season of the year; but June—the mild weather has

become more steady, the migratory birds have arrived, the field and forest are in full bloom—presents an appearance as pleasant and lovely as can be conceived.

During the next three months, forming the Nova Scotian *summer*, the weather is moderately warm, with no considerable fluctuations of temperature. Vegetation is very rapid. Wheat, oats, barley, rye, are found to ripen in ninety-two days in an average temperature of 52°*. Hay for the winter's fodder is made in July, and the harvesting of the grain crops commences in August. During September the nights begin to grow cool, and are sometimes attended with light frosts.

Autumn is usually a very agreeable season. The skies have the serenity of summer, yet the air is sufficiently cool to be bracing and quite exhilarating to the human system. The appearance of Nature is none the less gay from wearing the symptoms of decay; and the forests, tinted by the frost with all the colours of the rainbow, present that gorgeous appearance which has long been remarked as one of the most attractive features of American scenery, whilst the forests, abounding in every variety of game, are a paradise to the sportsman. Usually, but not invariably, there occurs for from two or three days to as many weeks, that peculiarly calm hazy weather known as the "Indian Summer." Root crops are secured in October, and the rest of the season is employed in clearing up new land and preparing the ground for seed in the spring. In December, although conventionally a winter month, the weather is rather autumnal than wintry.

Up to the present time, Nova Scotia has not attracted to her shores anything like her fair proportion of the great stream of European emigration. The vicissitudes of her early career naturally threw her behind the other British provinces in North America before the Independence of the United States; but it is difficult to assign adequate reasons, unless it be the neglect of her rulers, and the greater publicity which has been given to the advantages of the United States, Canada, and the Australian colonies. As regards climate and natural resources, Nova Scotia offers equal, and in many respects superior, attractions to any other portion of the North American continent. At the International Exhibition of 1862, ample proof was given that the province only needs population and capital to develop her resources, and occupy an important position in the future history of British America. Valuable auriferous deposits have recently been discovered. Halifax, with its magnificent harbour, is the nearest port of communication with Europe, and in addition to its commercial advantages on this account, it must become the *entrepôt*, not only of the British provinces, but also of the great and rapidly rising Western States (the greatest of whose future no man can pretend to estimate), for it is not only the nearest port to Europe, but it must become the terminus of the railway communications, not merely with Canada and the great corn producing

* Gesner. "Industrial Resources of Nova Scotia."

districts of the West, but also of the great iron highway (even now sanguinely talked about), which must ultimately traverse the American continent.

POLITICAL INSTITUTIONS.

The present political constitution, which was established in 1841, consists of the Governor, representing and appointed by the Crown, and two Legislative Chambers.

The Legislative Council consists of 21 members, nominated by the Crown for life, and its functions are analogous to those of the House of Lords.

The House of Representatives, or as it is more usually styled, the House of Assembly, consists of 55 members; 30 of whom are elected by the counties, and the rest by certain representative townships. They are elected for periods of 4 years. The franchise is the right of every natural born or naturalised subject of the Queen, of the age of 21 years, subject to no legal disqualifications, and resident for one year previously in the county or township for which he votes, except in the case of a freeholder of the annual value of 40 shillings, when six months' residence only is requisite.

The Colonial Legislature has sole power of legislating for all the internal affairs of the province, and its proceedings are assimilated as nearly as possible to those of the Imperial Parliament. The Governor is bound to act upon the advice of a body called the Executive Council, which is generally composed of nine members of either chamber, who are either the heads of the chief departments of the government, or the chief political associates without office. They are responsible to the legislature, and hold office as long as they enjoy its confidence.

JUDICIAL.

The common law of England is the common law of Nova Scotia; but a Local Statute Law, framed and adapted to the requirements of the colony, has grown up, and has lately been carefully revised and consolidated.

The principal tribunal is the Supreme Court, which exercises within the province the same powers as superior Courts of Equity and Common Law in England. It is presided over by a chief justice and four puisne judges, who sit *in banco* in the city of Halifax twice in the year; there are spring and fall sittings of this court for the trial of civil and criminal causes in every county. From this court there is an appeal to the Privy Council.

Justices of the Peace have civil jurisdiction to the amount of ten pounds currency, and exercise in criminal matters the same powers as are held by the same class in England. General Sessions are held in every county once or oftener every year, and special sessions may be summoned at which larcenies of £10 or under can be heard and determined.

There is a *Court of Marriage and Divorce*, but it seems to exist only in the statute book; a *Court of Vice-Admiralty* is established at

Halifax, and a *Court of Probate* in every county superintends the administration of estates.

EDUCATIONAL.

The public educational institutions of Nova Scotia offer to every class of the community the means of acquiring a sound ordinary education, or a more enlarged classical and scientific training; though the system is far behind that of Canada in its efficiency. The higher institutions of learning, viz: the academies and colleges, are fully adequate to the wants of the province.

The *common schools* are supported by legislative grants of money, together with the voluntary payments of the people. In each county there is a board of School Commissioners, whose duty it is to regulate the administration of the grant, and superintend the interests of education within its limits.

There are many facilities for obtaining education of a higher class. Grammar schools or academies, in which the classics and the higher branches of English education are taught, exist in nearly all the towns, or large villages of the province. There are also three chartered colleges in operation—King's College at Windsor, an Episcopalian Institution, Acadia College, Wolfville, Baptist; and St. Mary's College, Halifax, Roman Catholic. Another Catholic educational institution of the higher class has recently been opened at Antigonish. Although these institutions are under denominational control, no religious tests are required of students on matriculation. The Presbyterian Church of the lower provinces has establishments at Halifax and Truro.

POPULATION.

In 1784, which is the earliest official record of the population that we can find, the number of the inhabitants was 32,000, exclusive of Cape Breton, and which, in 1828, had risen to 82,053. In 1828, including Cape Breton, the number was 153,848; in 1837, 199,906; in 1851, 276,117; and, at the last census in 1861, 330,857.

No considerable portion of the population of Nova Scotia is collected together into towns. It has seventy post-towns and villages, and three hundred and thirty-six smaller settlements. Some of the towns and villages are, however, becoming more populous; and the growing commerce of the shipping-ports is tending to centralization. The population of the city of Halifax is 25,026. The principal places which might properly be designated towns, are Pictou, Yarmouth, Windsor, Truro, Liverpool, Wolfville, Kentville, Bridgetown, Annapolis, Amherst, Digby, Lunenburg, Sydney, Guysborough.

Of the gross total of the population, 294,706 persons were born in the province, 16,395 in Scotland, 9,313 in Ireland, 3,090 in England, 4,629 in British colonies, 1,950 in the United States, and 774 in other countries. The table of the occupations of the inhabitants gives the following results:—Public and Judicial service, 1,623; Learned Professions, 1,800; Mercantile, 2,986; Agricultural, 47,203; Fisheries, 14,322; Mechanical Trades, 13,516; Lumbering, 3,109;

Ship Building, 1,510; Maritime, 5,325, &c. The chief religious bodies are, Roman Catholic, 86,281; United Presbyterians, 69,456; Baptists, 62,040; Episcopal Church, 47,714; Wesleyans, 34,055; Church of Scotland, 19,063; Lutherans, 4,382; Congregationalists, 2,183, &c., &c. The Church of England is under the control of a Bishop, supported chiefly by the Society for the Propagation of the Gospel. It has 139 places of worship in the province. The Roman Catholic is presided over by an Archbishop of Halifax, and has 121 places of worship. The Presbyterian bodies are governed by their respective Synods; the United Presbyterians having 143, and the Church of Scotland 25 places of worship. The Associated Baptists have 182, the Methodists 186, the other Baptists 34, and the other denominations 51 places of worship, making a total of 831. All the religious sects are on a footing of perfect equality as regards the State.

TRADE AND COMMERCE.

Nova Scotia, from its situation on the nearest route between America and Europe, enjoys special advantages; and as its resources are developed, its commerce must increase to an extent which at present it is impossible to define.

The exports of native produce have hitherto been chiefly derived from the forests and the fisheries, but minerals, particularly coal and gypsum, live stock and agricultural produce, have also been largely exported. The principal markets are Great Britain, the United States, and the West Indies; the chief exports to the former consist of timber, deals, &c., and of ships built in the province. In exchange for these are imported from the United Kingdom manufactures of every description suitable to the wants of the inhabitants. The West Indies have long been the chief market for the fish of Nova Scotia, which takes in return the sugar and other products of those islands. To the United States are exported coal, gypsum, wood, fish, and agricultural and garden produce; and in exchange are taken bread-stuffs and American manufactures, such as furniture, carriages, and agricultural implements. The general trade of Nova Scotia, being distributed amongst many sources and products, has not been liable to those fluctuations which have been frequent in other countries; and although it has suffered somewhat from the effects of the unfortunate civil war which is raging in its great neighbour, the American Republic, it has increased steadily with the growth of the province.

The trade with the United States has grown more rapidly since the "Reciprocity Treaty" came into operation, by which all unmanufactured articles, the growth and produce of Nova Scotia, may be imported into the United States free of duty. These advantages are likely to be of short continuance, as the influences which prevail in the United States are likely to prevent its renewal. Nova Scotia need not, however, contemplate such a change with any apprehension. The superior advantages arising from cheapness in the construction of vessels, must secure to her a large proportion of the carrying trade; and the superiority of her soil for the growth of many agricultural productions which the United States consume, her

fisheries, as well as the important articles, coal and gypsum, must always secure to her an increasing trade with that country.

The trade of Nova Scotia with the neighbouring British Provinces is steadily increasing. There is already a growing trade with Canada in West India produce, which is reciprocated by Canada in the article of breadstuffs. Previously to 1850, but little commercial intercourse existed between the British North American Colonies. The inter-colonial treaty which has since been established providing for the interchange of native commodities, has afforded a stimulus to commercial intercourse generally. The increased intercourse amongst the colonies of British North America must inevitably tend to bind their interests more closely together; and it is hoped will create on this continent a cordial national policy, uniting in a common bond of self-preservation and progress the loyal millions of the Anglo-Saxon race, who claim descent from the same ancestry, and boast of their allegiance to the constitution and crown of Great Britain.

MANUFACTURES.

As might naturally be expected, little progress has been made in manufactures, which at present are almost entirely confined to articles of domestic use; but they are annually increasing, and during the last few years have received considerable impetus. Many useful articles hitherto imported from the United States are beginning to be made in the province; but in nearly all textile goods, cutlery, hardware, pottery, chemicals, &c., it is dependent on the United Kingdom.

As capital becomes more abundant, and the inexhaustible treasures which lie beneath the soil are developed, Nova Scotia must become one of the chief manufacturing countries in America; for the facilities which she enjoys are found nowhere to a similar extent, except in Great Britain. But at present, with so much good land still unoccupied, and with such valuable resources in its fisheries and forests, Nova Scotia is not likely to be very soon celebrated as a manufacturing country. The superior "water powers" for driving machinery to be found in all parts of the province—its numerous and valuable coal mines—inexhaustible deposits of iron and other mineral substances—would lead to the conclusion that, at all events, when the price of labour is lowered by a large increase of population, manufacturing will be carried on upon an extensive scale. Indeed, there seems no reason to doubt that it might be profitably done even now in many articles for which the country affords the raw materials of an excellent quality, and at a comparatively small expense. Whatever may be the inducement to undertake manufacturing on a large scale, it is quite certain that the present wants of Nova Scotia itself, and in articles not usually imported into the country, hold out employment for a great many additional mechanics. That country is a good field, not only for labouring artisans, but for men who are desirous of investing a small capital in the prosecution of some mechanical art. There is an especial demand for all kinds of mechanics employed about either house or

ship building; but many other trades may be carried on with handsome profit by the industrious and skilful artisan.

AGRICULTURE.

The area of Nova Scotia, including Cape Breton, is computed to contain 11,767,173 acres, of which 5,748,893 acres, or about one half, has been granted. The following tabular statement, showing the quantity and character of ungranted lands, is furnished by the Deputy Commissioner of Crown Lands, W. A. HENDRY, Esq. :—

	Amount Alienated.	Estimated Amount remaining for Alienation.	Estimated Amount available for Settlement.	Lands open for Settlement.
Nova Scotia ...	4,985,349½	4,112,384½	556,664½	3,412,384½
Cape Breton ...	318,543½	1,207,438½	356,676½	777,438½
Total	5,748,893½	5,319,823½	913,340½	4,189,822½

The price charged for Crown lands in Nova Scotia is 1s. 9d. sterling per acre. The prices of cultivated lands vary from their degree of improvement, as well as from their situation. Upland farms range from £100 to £500 the one hundred acres, partially under the plough, and containing house and barn. The average price of *marsh* is from £16 to £20 sterling per acre, while the best quality will greatly exceed the highest of those prices. The *improved* lands in 1851 amounted to 839,322 acres. The returns of 1861 make them to be 1,027,792. The returns of the live stock, as ascertained at the census of 1851 and 1861, are as follows :—

	Neat Cattle.	Milch Cows.	Horses.	Sheep.	Swine.
1851	156,857	86,856	28,789	282,180	51,538
1861	151,793	110,504	41,927	382,653	53,217

Wheat, rye, oats, buckwheat, barley, maize, turnips, mangel-wurtzel, potatoes, and other roots grow in abundance. Apples, pears, plums, cherries, and the smaller garden fruits attain the utmost perfection. Peaches and grapes ripen with the protection of glass, without requiring the aid of artificial heat. As a *grazing* country, Nova Scotia, considering her extent, ranks first among the British North American Colonies. All the interior counties, together with many parts of those on the Atlantic coast, are admirably suited to this purpose. King's, Hants, Colchester, and Cumberland are pre-eminently so, owing to the extent of their marshes and intervalles. Nova Scotia is not extensively a wheat-producing country. She cannot compare with those wheat-growing countries which surround the great lakes. Perhaps the obvious reason is, that the cultivation of other grains, as well as of fruits and vegetables, has been found to be less precarious and far more profitable. The agriculture of Nova Scotia is in a transition state. It is to be found in all stages of advancement, from the rude attempts of the half lumberer—half farmer, to the productive results

of formal and scientific husbandry. The farms might be made doubly productive if a better system of tillage were generally adopted. The cheapness of the land is a great obstacle to improvement. New land is found to yield an abundant crop, and sowing and planting are continued year after year in succession; in consequence of which treatment the land begins to lose its fertility, when the farmer is induced to prepare new land on which to repeat the process. One important cause of this improvident mode of culture is the want of capital to bring the land to a high state of fertility. The great evil, however, is, that in nearly all cases too much land is brought under tillage. Were the labour which is spread over so wide a surface directed to fewer acres, with more systematic and more thorough cultivation, the operations of farming would be carried on with incalculably greater profit. Of late years the farmers have become more sensible of the need of improvement.

FISHERIES.

Nova Scotia is widely and deservedly celebrated for the extent and value of its fisheries. It may be safely averred that no country surpasses it in this respect; and, unless it be the neighbouring province of Newfoundland, even equals it. There is no part of the coast on which a highly profitable fishery may not be pursued, whilst numerous kinds swarm in every river and stream. Cod, haddock, halibut, mackerel, herring, shad, alewives, and salmon, are found in her seas in quantity inexhaustible, and of quality unsurpassed; while trout, salmon, perch, and other varieties of fresh-water fish are drawn in large supplies from her rivers and lakes. The *cod* and *haddock* frequent the shores and banks which lie off the coast, throughout nearly its whole extent, and in quantity almost unlimited. The *mackerel*, next in importance, frequent the coast in immense masses. These masses are called "schules" by the fishermen, who watch for their appearance with intense interest. These *schules* are sometimes seen of several miles in breadth, forming a mass so dense as even to impede the progress of the smaller vessels. Immense captures are sometimes made by means of seines, not unfrequently securing 1,000 barrels at a single haul. Next to the mackerel, the most deserving of notice is the *herring*. There is no part of the Atlantic coast in which herring may not be caught in abundance. They are said to differ from the European varieties, and, in quality, are not quite equal to the herring of the Labrador coast. When properly cured, however, they command a ready market in the United States, West Indies, and the adjoining colonies. A very large proportion of the population are engaged in, or dependent upon, the fisheries.

THE FORESTS.

The forests of Nova Scotia have hitherto afforded the most important article of export, with the exception of the produce of the fisheries. They are less in extent than those of Canada and New Brunswick, but the kinds of timber are all the same, and of quite as

good a quality. The most valuable kinds of timber are the white and red pine; hemlock, which grows to a great size; black, red, and white spruce; fir, cedar, larch (called haematac or tamarac); black maple, white ash, elm, American oak, yellow and black birch, white and red beech, &c. &c. The manufacture of charcoal and potash might be made profitable employments in many parts of the province; yet but little attention is given to the manufacture of the former, whilst the latter is not attempted at all. The population engaged in lumbering cannot be estimated, as it is combined with other employments; so that the accuracy of the number specified under the head population cannot be relied upon; but according to the census of 1861 there were 1,401 saw mills, 130 shingle mills, and 6 lath mills; the saw mills turning out in 1860-61, 25,072 M. feet deals, 46,607 M. feet pine boards, 36,422 M. feet spruce and hemlock boards. There are no returns of shingles and laths. Staves, 7,659 M.; timber, 22,592 tons. The value of saw, shingle, and lath mills, is 730,104 dollars.

MINERALS—GOLD FIELDS.

Nova Scotia is endowed with mineral wealth to an extraordinary extent, although hitherto it has been little developed, the small amount of available capital having as yet found more immediately profitable and less laborious investments.

First in order stand the coal deposits, which in proportion to the size of the province, are unrivalled even by those of Great Britain. The seams are found in almost every district, of great thickness and excellent quality, and in Cape Breton. Amongst the materials suitable for building, granite is found in great abundance, and some quarries have been worked near Shelbourne and Halifax; sienite and porphyry of beautiful qualities abound in many places; there are also slate of superior kinds, reddish grey and brown freestone, sandstone suitable for millstones and grindstones; lime and gypsum to an illimitable extent, of which numerous quarries are already worked; marble of various descriptions; clay suitable for earthenware and bricks; ochres, from which good paints are made.

Iron ores, as might be expected from the abundance of coal, are found in all parts of the province, of which the quality is so superior that experiments have shown it will furnish steel equal to the best Swedish. There are also found various specular magnetic and ochre iron ores; copper ore, galena, or sulphuret of lead, with traces of silver, sulphate of barytes, manganese, and many kinds of precious stones.

Scientific men have long believed in the existence of gold in certain districts of Nova Scotia; but it was not until March, 1861, that its discovery in workable quantities was accidentally made known by a man who, stooping to drink in a brook, observed a piece of gold, and on further search found more. Miners were speedily attracted to the spot, and their success soon established the gold mines at Tangier, about 40 miles to the east of Halifax. Soon afterwards gold was found at Lunenburg, at a place called the Ovens, 60 miles west of

Halifax, and Allen's Farm, only nine miles from that city. This locality is now called the Waverley Mines, where several of the finest nuggets have been found. Other discoveries were subsequently made at other places on the Atlantic Coast, at Indian Harbour, and at Wine Harbour, and at Sherbrooke on the St. Mary's River, and other places.

The whole line of the Atlantic coast of Nova Scotia, which is termed by Dr. Dawson "the *Granitic Metamorphic District*," consists of altered rocks, such as clay and mica slates, quartz rock, and gneiss, associated with dikes and masses of granite. These rocks are supposed to belong at least to the Silurian period, or possibly the older Azoic series, which has been recognised in Canada. It is in this portion of the Province that the recent discoveries of *gold* have been made; either contained in the quartz veins imbedded in the slate, or in small particles in the sands which have accumulated from the abrasion of the rocks by the action of the sea. The rocks of this class, with the exception of the carboniferous, occupy the largest part of the geological area of Nova Scotia. Mr. Campbell, in a report presented to the Colonial Government early last year, states that the clay slate is superimposed on the quartzite as a distinct group, and not understratified in occasional bands as generally supposed. The quartzite is a distinct group also, and the oldest and thickest group of stratified rocks in the Province. These facts render the exploration for gold easy, for it is mainly confined to the quartzite, and the lowest members of the clay slate groups. He also points out that most of the streams flowing from these hills and their alluvial deposits contain gold, and the places tested gave indications of its presence in considerable quantities.

The greatest returns may be expected from crushing, and several companies have been formed both in the Province and in the Northern States. The Nova Scotia Gold Mining Company, whose head quarters are in London, appears to be working most successfully. Alluvial mining as practised in Australia and California, has not been so extensively prosecuted. The Gold Commissioners' report for 1863 shows that the yield of gold for the year is equivalent to \$296 to every man engaged at the mines. At Stormont district there was \$587 per man; at Wine Harbour, \$555; and at Sherbrooke, \$611 per man. In these districts nearly all the labour employed was devoted to mining and crushing quartz. In all the other districts he points out that a large proportion of this labour, and in Tangier and Montagu the largest proportion of it, was devoted to making roads, erecting crushers, sinking trial shafts and "prospecting trenches," and in other works merely preparatory or incidental to mining.

According to the Report of the Chief Gold Commissioner for the first quarter of the present year,—

In the month of March at Wine Harbour there were 8 mines being worked, employing on the average daily 55 miners. There were 415 tons of quartz crushed, which yielded 566 ozs. 16 dwts. 28 grs. of gold.

Sherbrooke—11 mines worked, 75 miners, 218 tons quartz crushed; yield, 389 ozs. 5 dwts.

Tangier—15 mines worked, 65 miners, 53 tons quartz and alluvium crushed; yield, 46 ozs. 4 dwts. 11 grs.

Montague—3 mines worked, 42 miners, 15 tons quartz crushed; yield, 29 ozs. 7 dwts. 15 grs.

Waverly—18 mines worked, 330 miners, 728 tons quartz crushed; yield, 387 ozs. 7 dwts. 18 grs.

Oldham—28 mines worked, 150 miners, 107 tons quartz crushed: yield, 127 ozs. 13 dwts. 3 grs.

Renfrew—10 mines worked, 42 miners, 74 tons quartz crushed; yield, 54 ozs. 11 dwts. 18 grs.

The returns from the Ovens are incomplete, but indicate that little mining is being done in that district. Those from Stormont, Isaac's Harbour, show that there were 55 men employed last month and 70 tons of quartz raised, but does not state whether it was crushed nor the yield of gold.

The total number of mines being worked in the various districts enumerated in March were 100; miners employed, 831; quartz crushed, 1,620 tons; total yield of gold, 1,605 ozs. 4 dwts. 15 grs. The average yield of gold per ton, 19 dwts. 13 grs.; maximum yield, 21 ozs. There were in all 32 quartz mills, 22 of which were driven by steam, and 10 by water power.

From the above it appears that the total yield of gold for the quarter ending 31st March was 4,010 ozs. 18 dwts. 3 grs.; number of mines worked, 279; average number of miners employed, 2,422. The total value of the gold obtained, as per returns, at \$20 per oz., is \$30,378. The above statements do not give the entire amount of gold obtained from the mines, as large quantities are secured in nuggets, which, with rich specimens, do not pass through the crushers, and consequently are not enumerated in the returns.—*Chronicle*, May 12.

PUBLIC WORKS, RAILWAYS, ETC.

Railway communication is as yet of limited extent, which is a singular fact, inasmuch as Halifax is the nearest port on the American continent to Europe, and, with its splendid harbour open at all seasons of the year, is the natural terminus of the line which is destined to connect the seaboard with Canada and the Western States. Of late years considerable attention has been bestowed upon this Inter-colonial Railway, as it is called; but as yet no arrangement has been come to between the Imperial and Local Governments.

The Government of Nova Scotia have, however, constructed a trunk line extending from Halifax to Truro, with a branch to Windsor; the whole distance being about 92 miles. The management of the line is in the hands of the Government, and the original intention was to construct the line to Pictou on the St. Lawrence, and to Annapolis on the Bay of Fundy, whilst the main line would be available for the intercolonial scheme. The continuation of this line to Pictou has just received legislative sanction.

The canals are one which connects Halifax with Cobequid Bay, in conjunction with the Shubenacadie River, and to Dartmouth Lakes, and the St. Peter's Canal in Cape Breton.

The roads of Nova Scotia are numerous, and generally in good condition. There is an excellent post-office communication to all parts of the province; an uniform postal rate of 5 cents per half ounce is established throughout the North American continental provinces.

The Nova Scotia Telegraph Company has a line of 1151 miles in length, connecting every county with Halifax. Its line, with those of the New Brunswick and Newfoundland Companies, is leased to the

American Telegraph Company, many of the shareholders of which are British subjects. This Company has control over the continuous network of telegraph lines both in the States and the British Provinces.

CURRENCY.

Nova Scotia, in common with Canada and New Brunswick, has adopted the decimal mode of computation, on the basis of the cent (the hundredth part of a dollar), as the copper currency, to replace the pence and half-pence formerly in use. Under this system, the English florin is equivalent to 50 cents, or half a dollar; and the English sovereign to 5 dollars, Nova Scotia currency. The smaller coins then will be, one shilling equal to 25 cents, and sixpence equal to 12½ cents. In calculating large sums, the following rule applies: *to reduce currency into sterling, divide by five; to reduce sterling into currency, multiply by five.* Beside the one pound or four dollar Treasury note, and the five dollar Treasury note, the Bank issue under their charters, five pound or twenty dollar notes, which are redeemable in specie. The Banks are not permitted to issue notes of a less sum than the amount named.

The par of Exchange on England is 12½ per cent.

THE VOYAGE, ETC.

The principal shipping business of this colony is carried on from Liverpool; occasionally vessels leave from London with cargo, but little or no arrangements are made for passengers from this port. The firms in Liverpool, who send sailing ships, are—J. S. DE WOLFE and Co., Tower Chambers; W. TARBET and SONS, ditto; DAVID CANNON, SONS, and Co., South John Street; R. B. WALKER and Co., Romford Place.

Steerage passengers are taken for £2 each, finding their own board, bedding, and all they require on the voyage.

The fare in the Captain's cabin is about £8, all being found except wines and spirits.

Messrs. MACIVER & Co. (CUNARD & Co.) usually in the spring of each year put on an extra ship for Halifax, taking emigrants at £5 each, providing all necessaries except bedding. By this ship the great bulk of the passengers to this colony are conveyed.

The fares by the CUNARD mail steam ships to Halifax, are—First class, £22—Second class, £16. Everything found except wines and spirits, which are obtainable on board.

It may be well however to state, for the information of those contemplating emigration to this province, that any inquiries they may think fit to make prior to adopting the colony as a home, would be readily answered if application be made, post paid, to the Emigration Officer, at the Port of Halifax, Nova Scotia.

The Bank of British North America, St. Helen's Place, Bishopsgate Street, has a Branch Office at Halifax, on which letters of credit may be obtained. The local banks are, the Halifax Banking Company, the Bank of Nova Scotia, and the Union Bank of Halifax.

The Government of this Colony does not grant any pecuniary aid from its revenues towards the payment of the Passage of Emigrants. Agents are officially appointed to receive Immigrants on arrival, and afford them protection and assistance.

Postal Regulations.—The mails for Nova Scotia, *via* Halifax, are despatched from London on the evening of each alternate Saturday. Rates—not exceeding half an ounce, 6d.; one ounce, 1s.; newspapers, 1d. each; book packets, four ounces, 3d.; eight ounces, 6d.; sixteen ounces, 1s.; every additional eight ounces, 6d. Money orders may be obtained payable at Halifax, not exceeding two pounds commission, 1s.; five pounds, 2s.

ROADS AND DISTANCES.

THE FOLLOWING TABLE SHOWS THE ROADS AND DISTANCES FROM HALIFAX TO THE PRINCIPAL TOWNS IN THE PROVINCE:—

TO ANNAPOLIS AND DIGBY.		Miles.			Miles.
To Windsor by rail-road	45	Hubley's	5	Hewson's R. Philip	8
Briton's } Lower ...	11	Dauphiny's, head of Margaret's Bay ...	7	Stewart's	8
Dimock's } Horton ...	1	McLean's	11	Amherst (64) (127)	10
Wolfville	4	Chester (45)	13	TO PICTOU.	
Kentville (68)	7	Zwicker's, Mchone Bay	20	To Truro by rail.....	63
Chute's	6	Lunenburg (72)	6	Archibald's	14
Baker's	12	La Have Ferry	7	Irving's, Mt. Tom ...	6
Gibbon-ville	12	Across the Ferry ...	1	Fraser's, W. River ...	8
Lawrence Town	9	Petite Riviere	7	Pictou (103)	12
Bridgetown	8	Broad Cove	4	TO CANSO.	
Annapolis (130)	15	Mill Village	6	To Pictou	103
Digby (154)	24	Liverpool (101½)	8	Across Ferry to New Glasgow	7
TO YARMOUTH AND SHELBURNE <i>via</i> ANNAPOLIS.		Port Mouton	10	Copeland's, Merigo-mish	11
Annapolis	130	Port Jolly	5	Murray's	5
Barnaby's, Digby ...	24	Sable River	16	M'Donald's, Arisaig ..	12
Seely's, St. M. Bay ...	7	Jordan River	8	Harrington's Anti-gonish (150)	17
Everett's, Weyth Road	5	Shelburne (141)	6	Rory McDonald's ...	14
Jones', Sissiboo	6	TO CUMBERLAND <i>via</i> WINSOR.		Guysboro' (187)	17
Terreau's Billeveous Cove	5	To Windsor by rail-road	45	Canso (217)	30
Comeau's, Clare	7	To Parrsboro' by steamer	30	TO SHUBENACADIE.	
Mallet's, Montagon Cove	9	Fullerton's	11	Martin's, mouth of Newport Road ...	35
Philip's, Bear River ..	15	Jenks'	2	Cochran's	4
Perry's, Yar. Lakes ..	5	Maccan River	6½	Rawdon Church	3
Yarmouth (221)	6	Pugsley's Nappan ...	9	Blois Cove, Doug. ...	11
Porter's, Eel Brook ..	13	Bent's; Amherst	9	Kennetcook Bridge ..	4
Spinney's, Argyle	8	Fort Cumberland (119½)	7	Mouth of Shuben-acadie River (78) ..	15
Larkin's, Pubnico ...	9	TO CUMBERLAND <i>via</i> RAIL-ROAD.		TO MIDDLE MUSQUODOBOIT.	
Homer's Barrington ..	12	By Railroad	31	Shultz's, by railroad ..	18
Nickerson's, Beaver Dam	12	Pollock's	15	Keys'	10
Shelburne (287)	10	Truro (63)	17	Miller's, Gay's River ..	8
TO SHELBURNE, SHORE ROUTE.		Fraser's, Folly Vil. ..	17	Logan's (46)	10
Kirby's	9	Top of Cobq. Moun. ..	21		

ry aid
rants.
l, and

k, are
urday.
apers,
xteen
ay be
a, ls.;

LIFAX

Miles.
p 8
.... 8
) 10

.... 68
.... 14
... 6
... 8
.... 12

....103
ew
... 7
go-
... 11
... 5
g 12
ti-
... 17
... 14
... 17
... 30

e.
of
.... 35
... 4
... 3
... 11
p 4
n-
) 15

oborr.
d 18
... 10
er 8
... 10

