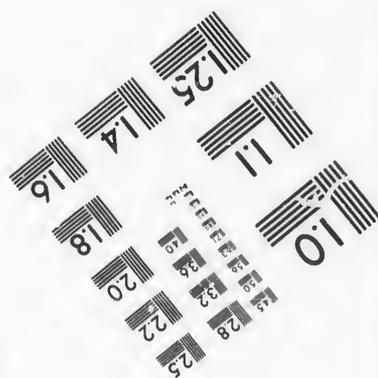
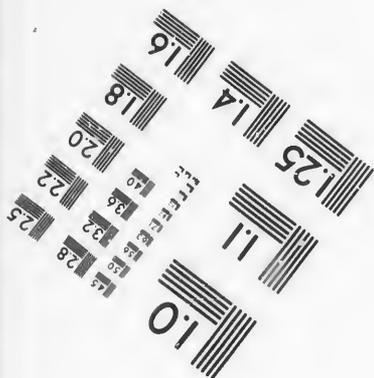
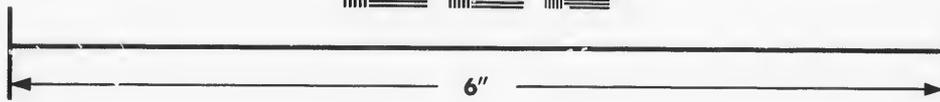
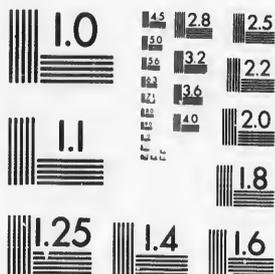


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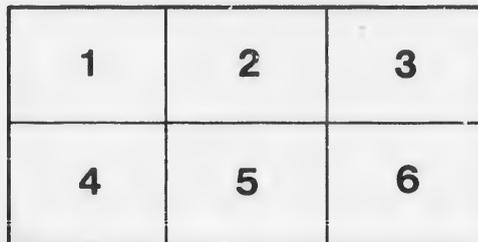
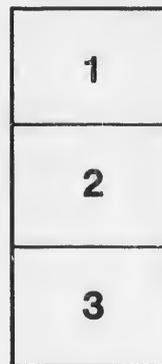
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# TRADE AND TRAFFIC

IN

## THE NORTH ATLANTIC.

### OBSERVATIONS

IN REFERENCE TO THE PROPOSED STEAM COMMUNICATION  
BETWEEN LIVERPOOL AND THE NORTH AMERICAN  
COLONIES AND PORTLAND, IN THE UNITED  
STATES, BY MEANS OF

THE NORTH ATLANTIC

STEAM NAVIGATION COMPANY.

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"It is scarcely possible to repress astonishment at the amount of intercourse between this country and the States, even as it actually stands; what proportions it may acquire in a few short years, is a question to baffle all attempts at divination or conjecture."—*Times*, Jan. 10, 1857.

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## TRADE AND TRAFFIC

# THE NORTH ATLANTIC.

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THE "North Atlantic Steam Navigation Company"\* has been projected for the purpose of placing a line of first-class screw steam-ships between Liverpool and Portland, in the United States, calling at St. John's, Newfoundland, and Halifax, Nova Scotia. The Company will commence the service on the 7th of March, 1857—the *Circassian*, a new screw steamer of about 1800 tons and 300 horse power, being advertised to leave Liverpool on that day.

Object of  
Company.

The service will, in the first instance, be monthly, until the intended fleet is completed, and a fortnightly service arranged.

The enormous increase in the tonnage between these places, and the gradually increasing number of passengers and quantity of goods destined for the Lower Colonies, for Canada, and for the western states of America, imperatively call for increased facilities of transit.

Indeed, it seems surprising that no line of steamers has yet been

\* For information and inquiries, address to Messrs. Wier, Cochran, and Co., Weaver Buildings, Brunswick Street, Liverpool.

placed to meet the requirements of such a trade, and supply so great and urgent a necessity. We propose to show the general nature of the existing lines, and offer some observations on the probable future of the trade between England and the British colonies and that portion of the United States west of the city of Portland, and through which this enormous trade must, in a short time, pass.

Reference to Chart.

A glance at the annexed Chart will show the relative positions of the ports we have mentioned and the lines of railway in the United States diverging from Portland.

Not intending to compete in point of speed with existing paddle steamers.

It may be proper to premise that the "North Atlantic Steam Navigation Company" does not intend to compete in point of speed with the existing Paddle Steamers, but to furnish a line of first-class screw boats, performing their work rapidly and regularly, and, by the difference in their economical arrangements, and low freight and insurance, capable of carrying a class of goods and intermediate passengers, which at present are principally carried by Sailing Ships.

Propositions on which the Company is based.

It is unnecessary at the present day to dilate upon the enormous amount of traffic carried on between Liverpool and the North American colonies and the United States; the only question is, how can this traffic be carried on most efficiently? and the following observations are intended to show this, and to furnish reasons in support of certain propositions which the "North Atlantic Steam Navigation Company" have adopted as the basis of their project.

These propositions are :

1. That the trade between Liverpool and the British colonies and with the United States is very great.
2. That the present fast-sailing Paddle Steamers do not take ordinary merchandize, and sailing ships cannot ensure its economical and punctual delivery.
3. That auxiliary screw steamers may be profitably employed to carry on a great portion of this trade: the screw steamers being midway between the first-class passenger steam vessels to Boston and New York, and the ordinary sailing vessels.
4. That the fast-sailing Paddle Ships now go in *sight* of St. John's, Newfoundland, but do not touch there.
5. That the great proportion of merchandize for Halifax goes

by sailing ships, as it is only a comparatively small proportion that can be forwarded by the fast-sailing Paddle Steamers.

6. That Portland is the centre of a spider's web of railways and steam-boats; that it is the terminus of the Grand Trunk Railway leading from Montreal and the West, having a splendid and safe harbour, easy of access at all seasons of the year. That large shipments of corn and flour have already taken place at Portland, and other produce from the Western Lake States; and that when the Victoria Bridge across the St. Lawrence is completed, Portland will become the great gateway for goods and passengers to and from Canada and the Western States.

7. That a line of steamers which can insure with tolerable certainty delivery of goods in the British colonies, or at Portland, will necessarily develop and tend to increase the trade with England.

8. That as for five or six months in the year ships cannot go up the St. Lawrence to Quebec, the regular trade will be more likely to remain through Portland, and thence by railway to Quebec and the Western States of America.

9. That the colonies of Newfoundland and Nova Scotia will, probably, grant a subsidy to a line of steamers coming there from Liverpool.

The information which has been obtained on these several propositions appears fully to warrant such conclusions.

It is intended in the following pages to give a brief view of the subject, and to refer to some statistical details, which cannot but be interesting, and which will tend to establish the views of the promoters of this great enterprise.

As a general observation, we may state that the value and importance of the British North American colonies are not sufficiently understood in this country. Their population, industry, and property are very great, and daily increasing in a rapid and surprising manner. What these may become can best be pointed out by considering attentively what they were and what they now are. But to ascertain what their future value and importance will be, we must also consider the position and prospects of their immediate neighbours in the United States, with which our American colonies are now in every way closely

Present and future importance of British North American Colonies, &c.

and inseparably connected; several of the most important of these American States, in population, wealth, and progressive development, being so geographically situated that their intercourse by means of the ocean with the rest of the world may be most readily and advantageously carried on through, or in direct connexion with, our colonies, especially through Canada.

Present limited scale of steam communication.

It is therefore surprising that amidst the very great improvements going on around us, steam communication with British North America (insular and continental) should still be on so limited a scale. At present the postal communication with Canada is carried on through the United States; the mails are sent to Boston, and thence forwarded by land to Portland in the State of Maine, and from thence transported by railroad through that State to their destination. The steamers bearing those mails pass regularly within sight of the harbour of St. John's, the capital of Newfoundland; yet the mails for that island are carried forward to Halifax, a distance of about 600 miles, and thence sent back in a small branch steamer at an expense yearly of 4500*l.* to the public, and with a delay in the postal communication with England of at least fourteen days. In addition to this there is also, during the summer months, a fortnightly mail from Liverpool to Quebec.

Advantages of harbours of St. John's, Newfoundland, and Portland.

The harbour of St. John's, Newfoundland, is safe and commodious, it is open throughout the year; the St. Lawrence is completely shut up by ice for five or six months each year; and although the navigation in the harbours of Boston, and New York, are sometimes impeded with ice, this is not the case at any time with the fine harbour of Portland, situated in 43° 36" 30' north latitude, and 70° 11" 30' west longitude; and in the state of Maine, the most northern of the United States, and at a distance of about 140 miles from the British boundary. This harbour is quite safe and very commodious, has excellent accommodation for shipping of all kinds, the port charges of every kind are exceedingly low, and it is almost certain that the enterprising citizens of that thriving place, would relieve British steamers making it their point of arrival and departure from all harbour dues. The distance from Liverpool, calling at St. John's and Halifax (the map will show that the course is nearly straight), is in round numbers 2650

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miles; this distance could be performed by screw vessels of adequate power, say of 300-horse power, in 14 days on the average; thence to Montreal in 12 hours, thence to Chicago in 36 hours, a distance of 1118 miles; the whole distance at an expense of 23*l.* from England, and about 10*l.* third-class. It is also proposed to grant *return tickets*, of six months' duration, at a lower rate by the *North Atlantic Steam Navigation Company's* line from Europe to America, and *vice versâ*.

It is proper to observe that, in the altered and present position of all these places, British and American, a class of passengers will, in future, pass and repass, much better able to pay their passage-rates outward and homeward; it will, henceforward, chiefly be independent merchants, independent citizens, mechanics, artisans, farmers, and superior servants of every description, and not, as in times past, a multitude of emigrants scarcely able to pay their passage out, and unable for many years to obtain the means of returning, should they wish to do so.

Facilities will bring superior class of passengers.

Further, there cannot be a doubt that by such a line of communication, many of the enterprising and already independent and wealthy people belonging to the North-West States of the United States would visit Europe as their interest, pleasure, or desire for knowledge prompted them. In such a line of steam communication as that alluded to, it would therefore be desirable, and as it certainly would prove very profitable, to have accommodation for a number of what may be called intermediate passengers in each ship. What all these may amount to, the details we are about to consider will more clearly and satisfactorily show. Besides, the orders from the Canadian merchant and shopkeeper to the agents in England to purchase goods would be considerably increased; and the facilities afforded for ordering, and for forwarding the goods, would necessarily enable the buyer to supply him with goods whilst in season, and of a more modern and valuable character, and more especially when they can have a communication once every month, and ultimately every fortnight, or oftener. And the merchants there will not be obliged, as heretofore, to have on hand a large stock of goods, a portion of which may become unsaleable because they have become unfashionable. Up to this time, in order to avoid, as far as possible, this inconvenience and loss, they have been obliged to seek supplies of

Consequent advantage to merchants and increase of trade.

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general merchandise through agents and dealers in New York and Boston.

It is necessary to revert to present trade with the colonies.

To ascertain the vast field that opens for a steam communication such as that which has been adverted to, it becomes necessary to show, at some length, not only the trade between the United Kingdom and British America, but also the trade between these possessions and other countries, especially the United States, because whatever gives an impulse to internal movements and improvements (which foreign trade certainly does) tends to add to the prosperity and advancement of such a communication as the one now in view. The details of all these things are carefully collected from British, Canadian, and American official documents.

It is important, however, to premise that the British official trade returns give the value of imports, including all charges; but they give the value of the exports without the charges, and these charges, consequently, remain to be added to the declared value of the exports. As regards the American trade returns, the charges (at least for exports) are, we believe, not in either case included in them. With these observations, we proceed to place before the reader the details of the vast traffic in question.

Population of colonies.

The population of the British North American Colonies is at present nearly 3,500,000. Of these, 1,400,000 are in Upper Canada, and 1,050,000 in Lower Canada. The population of Upper Canada has increased from 900,000 in 1851, to 1,400,000 at the beginning of 1856; or  $55\frac{1}{2}$  per cent. in four years.

#### Trade with the United Kingdom.

Trade with the United Kingdom.

	Exports to.		Imports from.	
	1854.	1855.	1854.	1855.
Canada .....	£1,606,121	£4,138,232	£2,296,277	£4,007,056
New Brunswick .....	908,977	578,278	2,079,674	1,379,053
Prince Edward's Island .....	111,868	86,759	80,057	57,903
Nova Scotia .....	628,617	486,130	252,030	162,982
Newfoundland .....	389,281	418,874	563,410	598,236
Add for charges .....	£3,544,864	£5,708,273	£5,271,448	£6,205,230
Totals .....	£4,054,053	£6,507,431	£5,271,448 Add value ships built and ex- ported for sale	£6,205,230 650,000

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## Total Trade, North American Colonies, 1855.

Exports to.		Imports from.
United Kingdom .....	£6,705,230	£6,507,431
United States .....	3,735,900	5,700,000*
Other Countries .....	186,313	192,089
Grand total .....	£10,627,343	£12,399,620

## Tonnage in Trade, British North American Colonies.

	Outwards.	Inwards.
	tons.	tons.
United Kingdom with Cargoes .....	266,335	794,576
United States America .....	1,166,650	1,048,445
Foreign or British .....	1,397,326	1,326,724
Totals .....	2,563,976	2,372,745

Of this latter tonnage, 3,500,009 is with Canada alone.

Thus showing, in the trade with the United Kingdom, tonnage, with cargo, 1,060,916, to which must be added tonnage without cargo, 125,813. In the trade with the United States, 2,215,098 tons; America, 2,726,060 tons, either British, or employed on British account.

Next let us note the important fact, namely, that 266,322 registered tons of shipping carry outward cargo to the value of 6,507,431*l.*, giving a value of 24*l.* 10*s.* per ton register, while 794,576 (this includes tonnage built in those provinces and exported) tons register bring back 6,205,230*l.* value, being at the rate of 8*l.* per ton register. This shows the superior value in reference to bulk between the export and import trade—a guide to future operations in steam communication. The measurement tonnage for cargo is, say, one half more than the registered, consequently, the cargo tonnage outwards is 339,792. It is shown, by reference to the Liverpool Custom House returns that about one fourth of the outward shipments to British North American

\* The President's message, 1856, says, imports and exports, 42,600,000 dollars.

ports are for fine goods—99,500 tons. For all this portion of goods a comparatively high rate of freight could readily be obtained. If we estimate the real value of these fine goods at 70% per ton register, the freight at the above rate would not exceed 3l. 4s. per cent.: a rate very reasonable indeed. The preceding estimate of tonnage employed in carrying fine goods is exclusive of all that goes through the United States to British North America. The ships to and from New York, &c., carry a large portion of transit merchandise to and from Canada, and which is classed as trade between the United States and the United Kingdom. The tolls collected by New York Canals were in 1851 (Andrews, p. 32), in Canadian merchandise, about 800,000 dollars.

Additional  
revenue  
from pack-  
ages, &c.

Besides the above source of revenue, there is all the remaining cargo tonnage outwards, and all the cargo tonnage homewards, to look to for additional revenue, which, at low rates, must yield a large sum yearly. In the value of the homeward articles, freight is well known to be a principal item. To all this portion of heavy tonnage must be added not only all intercolonial freights, but also the amount that at present goes and comes through the United States, but which would readily take a nearer and cheaper route. To these sources of revenue there remains to be added the income to be obtained first, from packages and parcels, and next, from passengers. Let us see what this might amount to in twenty-six voyages yearly, and the moderate number of passengers and moderate rate of fares here taken:—

Estimated revenue.		£	s.	d.	£
	1st class passengers, average 60—80 at	16	16	0	30,576
	2nd " " 30—60	10	0	0	11,700
	3rd " " 50—250	7	0	0	27,300
	Freight goods, average 1100 outward and homeward	...	...	...	55,125
	Parcels and packages	...	...	...	2,600
	Intercolonial freight and passengers	...	...	...	13,750
					£141,051

In addition to this there would be a subsidy from the Colonial Governments.

Surely, with such a great and certain field open, such a line of steamers would be a safe undertaking, independently of all future

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increase of commerce which must take place from the rapid development of trade, and increased consumption of agricultural produce and manufactured goods in North America. While reasonable speed is necessary (a screw steamer would make the passage to Portland in fourteen or fifteen days), yet the chief point necessary to render a steam commercial communication remunerative is regularity and certainty in every movement.

Besides the above sources of revenue, something considerable may be expected from carrying mails. Steamers once established, the public would soon press the Government to send mails by them, while the interest of the Post-office revenue would lead them to do so. For the postal communication with America 175,000*l.* yearly is paid, giving, we shall say, 80,000*l.* yearly as the proportion of the expenses on account of the North American colonies. Let us see what this proportion bears to other colonial ports, and this, again, as regards the comparative trade with each. The trade with the West Indian colonies is as follows:—Exports and imports, 7,450,787*l.* The postal subsidy for this is 240,000*l.* The trade to all Australia, &c., exports and imports, is 12,706,213*l.* merchandise, and, we shall say, 12,000,000*l.* in gold. For this the postal subsidy is 185,000*l.*, and probably 50,000*l.* more for intercolonial branches. The trade of British North America is 23,172,443*l.*, adding 12 per cent. charges for the American portion thereof, thus nearly equal to the whole of Australia, yet only 80,000*l.* is expended upon the postal service.

Regarding the certainty of obtaining large additions to freights, &c., and passengers from the adjoining states of the American Union, the subsequent reference to American official documents as to the population and property of these states will sufficiently establish this: only a portion of Ohio and Illinois resources can, however, be calculated upon. It is scarcely necessary to observe that the increase of everything in all these new states will, as in Canada, be at a greater ratio of increase for the future than it has been for the past. Let us see what it has been:—

Mail service and subsidies.

Increase of population and property in Western States.

£  
30,576  
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State.	1850. Population.	1850. Property.	1855.	
			Population.	Property.
		Dollars.		Dollars.
Maine .....	649,338	122,777,571	635,325	130,000,000
Ohio .....	2,198,252	504,726,120	2,275,000	866,929,982
Indiana.....	1,097,141	202,650,264	1,180,000	290,418,148
Illinois .....	945,131	156,205,006	1,300,250	375,000,000
Michigan .....	441,395	59,787,255	515,000	150,000,000
Wisconsin ...	338,762	42,056,595	552,109	75,000,000
Java .....	213,357	23,714,638	345,985	70,327,204
Nunesetta.....	6,744	.....	40,000	3,200,000
Totals .....	5,892,120	1,111,977,449	6,843,669 16.5 per cent.	1,960,875,334 Nearly 80 per cent.

N.B.—The assessed value is fully 16 per cent. below the true value (Andrews, p. 700).

The above tables are taken, the first, 1850, from Andrews, p. 693, and the last and latest from the Cincinnati Railway Record, as inserted in the *Philadelphia Engineer* of April 10th, 1856. The property valuation for this year has increased in all the Union about 2,000,000 dollars, and this increase again is chiefly in the North-West provinces adjoining Canada. It is here a fact worth noticing, that while Ohio, with a population of 2,275,000, is assessed upon occupied lands at the rate of 89,689,661*l.*, Canada, with a population of 1,000,000, is assessed for the same purpose, in 1854, to the amount of 65,879,651*l.*—(Morris Prize Essay, p. 132.)

It must not be lost sight of that the great improvements going on in the United States are most essential to the success of any scheme of steam, or indeed of any other mode of communication, with the British North American Colonies. The greatest of these improvements goes on, and must continue to go on, in the immediate vicinity of our own possessions.

Independently, therefore, of the advantages which a steam communication with British North America may indirectly derive from these American improvements, their action upon everything in Canada must at the same time tend to her more rapid improvement, and consequently to the advantage of the interests of every one who may engage in business communications with her. The

Canal,  
lake, and  
railway  
commerce  
of United  
States.

same may be said in regard to all her sister colonies. The United States have already 3000 miles of canal communication, 23,000 miles of railway, and 20,000 miles of telegraphic communication. These have cost 456,000,000 dollars in capital. Her lake trade, in 1851, carried (in 3,971,000 tons) property, valued at 314,473,458 dollars, and her river trade transported 4,066,800 tons of property, valued at 339,502,744 dollars. Her railway commerce that year was 18,000,000 tons, and in value 1,188,000,000 dollars, and her railway commerce by 10,815,000 tons, 1,081,000,000 dollars. Her river and lake shipping have cost 120,000,000 dollars. The increase in these returns was, in 1852, at the rate of twenty per cent. on tonnage, and twenty-five per cent. in commerce.—(See Andrews's Report, pp. 904, 905, and 906.)

Canada is keeping pace with her neighbours. British emigration is directing its footsteps to her shores, in preference to the states of America. She will, therefore, shortly outstrip her rivals. Her climate is very healthy, and is daily becoming more and more ameliorated. The autumn in Upper Canada is already fully three weeks longer than it was thirty years ago, and her spring is so much earlier. The whole surface of these colonies lies more to the south than the United Kingdom. Upper Canada is ten degrees to the south of London. As the country becomes more cleared, drained, and cultivated, the climate, in the North American provinces, will become more and more mild. The action of the sea and the winds, bringing the warm air from the tropics, has already effected a great change upon the climate of New Brunswick, Nova Scotia, and Newfoundland, and these possessions will possess a climate mild, pleasant, and as healthy as the most favoured portion of the globe.

In everything the prospect of the Canadas is cheering. The tide is set in decidedly and strongly in their favour, and cannot be turned backwards. Of the emigration that flows from Europe to the western world, about 50,000 go to British America (chiefly Upper Canada), while numbers yearly come from the United States to make it their home. The whole of Canada contains 240,000,000 of acres, of which 89,000,000 belong to Upper Canada, nearly every acre of which may be cultivated to advantage; the soil is very fine, and suited well for all cereal

Canada—  
progress,  
climate,  
&c.

Immigra-  
tion and  
increase of  
popula-  
tion.

Property.

Dollars.  
130,000,000  
866,929,982  
290,418,148  
375,000,000  
150,000,000  
75,000,000  
70,327,204  
3,200,000

960,875,334  
nearly 80 per cent.

Andrews,

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crops, and is superior to that of any other quarter of the North American Continent; such a country, peopled by a British race, must increase rapidly in wealth, population, and prosperity. We have seen the population of these colonies doubled within the space of thirty years. In 1841 the population of all Canada was only 1,007,272. Toronto, which in 1830 counted only 2866 persons, has now a population of 41,000; Ottawa, which in 1830 had only one hundred and forty houses, poor and mean, has now a population of 10,000. So it is with many other places. Montreal is a mighty and flourishing city. In many directions labour, comfort, independence, and civilization are extended and extending. The isolated log-hut of to-day becomes a good cottage to-morrow; the hamlet of this week a village next; and the village of this year a handsome town the next. This is the case everywhere in British Canada, and also in all the adjoining districts of the United States.

Imports  
into  
Canada.

In 1850 the imports into Canada from the United States were, 8,243,575 dollars, and in 1855 there were 18,720,344 dollars, or an increase of 129 per cent.

Resources  
of Canada.

The land in Lower Canada is good and fertile, but the climate and winters are more severe than in the Western Province. But improvement and cultivation are silently going on, and both will increase in a double ratio in future. We have seen the increase of population in these provinces. In 1845 the trade between Canada and the United States could hardly be noticed. We have seen what it has become, and may confidently calculate upon some greater ratio of increase for the future. The lake commerce of Canada in 1845 was 40,000,000 dollars; it is now 200,000,000. This British lake trade employs 205,000 tons of shipping and 13,000 men. The surplus produce of the area of the great lakes basin cannot be less than 10,000,000<sup>l</sup>. yearly, and this produce doubles its value every four years. Canada has 3,000,000<sup>l</sup>. capital profitably vested in canals, and will soon have 18,000,000<sup>l</sup>. in railways. Her vast forests are mines of wealth—45,000,000 tons of fine timber, and 180,000,000 tons of inferior, can be found in the Ottawa district.

Popula-  
tion of  
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Canada.

It must be borne in mind, that by far the greater portion of the American canals, railroads, and lake and river navigation in these

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States lie around the British boundary line. Here large cities have risen, out of the desert: the fruits of human industry and labour, such as Chicago, Buffalo, &c. &c., stand in proof that their production increases in a surprising manner, and that the demand increases for every article that is requisite for the support of life and industry. As a proof of what goes on, we were told that in 1855 that above 170,000 tons of coal went from the east, 700,000 tons were required for the lake towns and lakes, and that Chicago required 80,000 tons, Milwaukee 20,000 tons, and Toronto 10,000 tons. There surely was room for labour, and the profitable employment of capital. The increased trade of Upper Canada, by the St. Lawrence, was 8,000,000 $\frac{1}{2}$ . The American Government in 1854 sold 14,869,565 acres of land ( $3\frac{1}{2}$  millions of acres in Iowa alone) chiefly in the North-Western States, a most convincing proof of the increase of population, industry, and property. Many millions of people travel at present in these districts yearly.

The immense and increasing prosperity of the North-Western Provinces of the United States bordering upon the British Canadian territory is proved by the facts announced by the President in his speech to Congress in 1856, and the official report of the Secretary of the Treasury, with which it was accompanied. The latter tells us that the Government have sold and granted lands as under:

Their increasing prosperity

30,035,174	acres	sold for cash.
15,806,260	"	granted for military pensions.
30,199,056	"	swampy, granted to improve.
17,036,282	"	granted for new railroads.

Total. 93,976,772 acres.

An extent of country greater by 16,000,000 acres than the surface of the whole United Kingdom, and which in a few years will be peopled by millions of industrious people. The President in his Message emphatically and truly states (especially in reference to those points of the Union in the North-West), as regards the general prosperity of the nation, "that the canvas of its mariners whitens every sea, and the plough of its husbandmen is marching steadily onward to the bloodless conquest of the continent;

“that cities and populous states are springing up as if by enchantment from the bosom of our Western wilds, and that the courageous energy of our people is making of these United States the greatest republic of the world.”

These are startling facts, but they are not all. Take the following: Mr. Andrews, p. 32, &c., tells us thus: “The great system of exchange between the cities on the ocean seaward, and the *entire West*, is transacted through the lakes and the channels connected with them. It is for this wealthy commerce of the interior that all the Atlantic cities are now striving in earnest competition by the construction of new outlets and avenues for the transaction of it.”—“These lakes contain 90,000 square miles of water, they are estimated to drain 335,525 square miles (208,529,600 acres). Previous to 1800 there was scarcely a craft above the size of an Indian canoe upon them. In 1851, the whole traffic of these great waters may unhesitatingly be stated at 326,000,000 dollars, employing 70,000 tons of steam and 138,000 of sail, in a district of that continent which fifty years ago was almost a *pathless wilderness*.” He next proceeds to show from undeniable data, that these districts will be peopled by 22,000,000 of active and intelligent inhabitants. With this increase, and with such improvements, Canada, comparatively speaking does keep, and will continue to keep pace.

A few extracts from recent works will show the rapid improvements going on in Canada:

“See,” says Macleas’s Almanack for 1856, p. 36, “where the thick forest held absolute sway two years ago, thousands of bright spots illuminated by the sunlight which now reaches them, and growing into life-giving centres to the scattered industry which has hitherto existed in loneliness and hardship, almost cut off from the humanities of life. Watch those expanding day by day, diffusing life, vigour, and hope all around them; and along the great lines of traffic, continually increasing in number and growing in strength, converting silent woods into bustling farms, and preaching the blessings of industry and civilisation into the heart of the wilderness on every side. All varieties of scene, gains, and occupation are open to you, each anxiously seeking to adopt you for its own.”

Mr. Sheridan Hogan, in his Essay on Canada, p. 25. describes

Extract  
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Almanack  
1856.

Essay on  
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a scene he witnessed in Canada, which speaks volumes, and is worth volumes, as proof of the security and certain success of our object.

He mentions, having seen in his travels a little, lonely log-hut in the wilderness, where the newly-settled emigrant dwelt, and where his children in poverty endeavoured to shrink out of sight. Nine years afterwards, passing the same spot, he saw extensive cultivation, a neat two story frame house painted white, a good orchard, and a beautiful flower garden and excellent farm offices:

“I met to-day,” says he, “a farmer, as I was quitting the scene, returning from church with his wife and family. It was on a Sunday, and there was nothing in their appearance save, perhaps, a healthy brown colour in their faces, to distinguish them from persons of wealth in cities. The waggon they were in, their horse’s harness, and dress—everything about them, in short—indicated comfort and easy circumstances. I inquired of the man who was the owner of the property I have just been describing. ‘It is mine, sir,’ he replied. ‘I settled on it there nine years ago, and have, thank God, had tolerable success.’ Again, at p. 27, he notices a change still more remarkable, ‘which,’ says he, ‘I witnessed some years ago in travelling from Suncoe to Brantford, two towns in the interior of the province, as a proof of the taste, as well as of the means, of the people. At an ordinary Methodist meeting, made in the centre of a rural settlement ten miles from a village or town, there were twenty-three pleasure-carriages, double and single, standing in waiting. The occasion was a quarterly meeting, and there were the conveyances of the farmers who came to attend it; yet twenty years before, and that was a wilderness—twenty years before, and those people were working labourers, and were not possessed of a pair of oxen. The imports of the country,’ continues he (Prize Essay, p. 21), ‘show that they dress not only well, but, in many things, expensively. You go into a church or meeting-house in any part of the province which has been a settlement for fifteen or twenty years, and you are struck at once with the fabrics, as well as the style of the dresses, worn by both sexes, especially by the young. The same shawls, and bonnets, and gowns which you see in cities are worn by the women, whilst the coats of the men are undistinguishable from those worn by professional men and merchants in towns. Within twenty years, land that sold for 1*l.* per foot in many cities, towns, and villages in the western parts of America, now brings 25*l.* per foot. There is not an old inhabitant of Buffalo, Chicago, in the States, or of Toronto or Hamilton in Canada, who cannot recount numerous instances of property now worth thousands—even tens of thousands—of pounds, being bought twenty years ago for a cow or horse, or a small quantity of goods out of a shop, or a few weeks’ or

months' labour of a mechanic. These things form the topics of fire-side history in these places.'"

Such are the scenes at present to be seen and found amongst nearly 4,000,000 of people in British North America, and 6,000,000 more in the *neighbouring* American states and their territories, extending over hundreds of thousands of square miles of country, and hundreds of millions of acres of the finest fertile land, and in a climate the most salubrious. Such is the state of matters now, and we may form some idea, from looking at what has been done in the course of a few years, of what the increase will be a few years hence in these places, in population, wealth, and property. Ten lines of steamers between America and Europe, instead of two, will not be sufficient to supply these wants in articles of commerce, dress, and luxury.

Portland,  
its import-  
ance and  
advan-  
tages.

But to revert for a moment to Portland as the port for the arrival and departure of European steamers. The portion of the States in which the city of Portland is situated is so intersected by diverging lines of railways that it may be compared to one half of a spider's web, Portland being the centre. Besides this, Portland has the best accommodation for shipping that can be required; it has a great trade, and a vast communication by railroads to the interior, both British and American, and also a very extensive coasting steam communication with both British and American ports; 700,000 passengers and travellers pass through it yearly; but its importance is now really increased, from its having been selected as the sea terminus of the Grand Trunk Railway of Canada. By this and other railroads, goods and passengers, of every kind and description, can be conveyed in a cheap and rapid manner to every part of Continental British America and all the American borders of the great lakes, and countries, and districts, even to the banks of the Upper Mississippi and far beyond it, nay, also in the winter months, to the middle portion of that mighty stream and her most important tributaries. The trade and commerce of all these vast places and districts, and also much of British North America, which now enter in, and go from, Philadelphia, New York, and Boston, will now centre in, and radiate to and from, Portland, through the finest and most thriving portion of British Canada and New Brunswick.

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St. John's, Newfoundland, is now become a point of greater importance than it ever has been, inasmuch as it is to be the centre point of that gigantic magnetic telegraph line of communication that is to connect with the speed of lightning the new world with the old. St. John's, Newfoundland; its position and resources.

The realization of this idea must and will give to its inhabitants a spirit of enterprise, hitherto confined to a few and well-trodden paths of wealth.

Surrounded as Newfoundland is with the inexhaustible wealth of the deep, and standing midway between the old and the new world, she has only to be correctly informed of the requirements of the two hemispheres, to stimulate her energies to supply the abundance of her boundless riches.

Although not generally known, her seal fisheries are a source of great wealth. Hitherto the chief market for this valuable article has been in Europe, but there is no good reason why this article will not find a growing and larger consumption in America. St. John's now imports from Canada and the States upwards of 100,000 barrels of flour, beef, and pork, annually; and in return, ere long (by the aid of steam) Canada and the West will become valuable customers of Newfoundland, and thus an impetus be given to the trade of this colony that will develop resources greater than the revenue of kingdoms.

Nova Scotia, the next in order, stands boldly out on the Atlantic as the nearest land between England and the continent of America. Nova Scotia.

The noble harbour of Halifax (easily accessible all the year) being about 2,300 miles from Liverpool, Nova Scotia, as well as Canada, is wisely connecting the remote parts of the province with Halifax by railway. The line between Halifax and Windsor (at the head of the Bay of Fundy) will be finished in June, 1857, which is within eight hours' run to St. John, New Brunswick, by steam-boat. Another branch of railway, from Halifax to Pictou, has been located by the Government of Nova Scotia (Pictou being within a few hours' steam-boat distance of the fertile and valuable island of Prince Edward.) Nova Scotia, being indented with many and fine harbours, has outstripped her sister provinces in her tonnage. Four years ago her tonnage was 189,000, and Halifax, products, &c.

must be at the present time 200,000. She imports largely from England, but would import much more if the facilities for goods' transit was frequent and regular. She is suffering at present, as well as New Brunswick, for the want of labour. Within a few years agricultural produce has commanded a much higher price than formerly, and this branch of industry has very much improved.

There is a very large quantity of coal and iron in this province; the latter, from the Acadia mines, has been proved of a very superior quality. The coal is inexhaustible. The Honourable Judge Haliburton, in his History of Nova Scotia, estimates that there are one hundred and twenty square miles of land containing workable veins of coal in Cape Breton alone, a portion of which is worked at North Sydney. Picton also works her coal mines (in Nova Scotia proper) to a considerable extent, and when the railways are completed to Halifax from these coal districts, it will become a very important feature in the prosperity of the province.

Some of the most intelligent of Nova Scotia's sons in that valuable appendage of the British Crown cherish the idea, and look forward to the day when Nova Scotia, New Brunswick, and the Canadas will be bound together by a line of railway stretching from Halifax (on the Atlantic) to Western Canada, and perhaps the Pacific, and all through British territory.

New  
Brunswick—extent, trade, progress, resources.

New Brunswick contains 16,500,000 acres of land, about 10,000,000 of which is still ungranted. Much of this land is well adapted for agricultural purposes, but this branch of industry has been in a measure neglected for lumbering and shipbuilding pursuits, on account of the great facilities for this branch of business that this fine province possesses; the latter presenting much more tempting, because more immediate, returns for labour, but which experience has proved is not so lasting and substantial as the former. Railways are in progress throughout this province to connect it with the United States on one hand, and Nova Scotia on the other, as also a line from St. Andrew's, *via* Woodstock and the Valley of the Avostock, to Quebec.

This province has also an abundance of coal. It is not intended to give any *extended* notice in these pages of the inherent wealth of the North American provinces.

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With an inexhaustible supply of coal and iron on both sides of the Atlantic, Great Britain's power, as a maritime nation, is almost unlimited, and with judicious management she can have an inheritance in these northern climes, that will receive for many many years to come, her redundant population, relieving England of her overstocked labour market, and adding strength and wealth to her possessions, increased consumption for her manufacturers, wealth for industry, and loyalty in the British-American heart.

Liverpool is certainly the best point in Great Britain to select as the port of departure in any purely commercial undertaking. It is the great centre of the manufacturing districts of England, while from every other part of the United Kingdom merchandise and passengers can be conveyed with the greatest certainty and celerity. The cost of passengers of the first class, from Liverpool to Portland, may be 16*l.*, thence to Chicago by Montreal, for about 4*l.* to 5*l.*, and thence to Galona (184 miles more) 2*l.* additional; in all about 23*l.*, and the fares for emigrants will be 10*l.* At this rate, it cannot be doubted that great numbers of people from the American Western States would yearly visit Europe, and merchandize to a large amount would come from, and go to, the same quarter.

Liverpool, as port of departure, fares, &c.

In the North Western States of the American Union, there remain probably 600,000,000 acres of fine lands to dispose of; a field which, in a short time, will be occupied by many millions of people, and all adjoining the British territory. Not only to this are we to look for resources from improvements there, but we are to consider, at the same time, how much the province of Upper Canada may be extended in population and cultivation, and whether, by the addition of a new state or province, to the north-west, and to the west along the shores of Lakes Huron and Superior, there is a prodigious extent of territory, where the soil is good, and the country abounding in minerals, especially copper, lead, and silver. The parallel where this is situated is equal to the parallels of the finest parts of the United Kingdom; and although the climate there is at present severe, yet, for the reasons already mentioned, it is obvious that it will become ameliorated. A range of country extending to ten degrees or more of longitude and two degrees in latitude, nay, even to James's Bay, Hudson Bay—thr.

Extent of the unappropriated part of the Western States.

Railway  
through  
Canada  
will be-  
come the  
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Pacific.

degrees more—may be brought into profitable cultivation, or an extent of 30,000,000 acres. Moreover, it will one day have to be borne in mind by Great Britain, that, from the western point of Lake Superior in British territory, to Vancouver's Island in the Pacific, it is only 1500 British miles. At the rate of 15,000*l.* per mile, 22,500,000*l.* would complete a railway through that extent, and in British territory, and thus make Canada the highway from the Pacific to Europe.

Leading  
articles  
from  
*Times*, &c.

If any evidence, however, were required of the importance of steam communication between Liverpool and Portland, and our North American colonies, and the great influence it must eventually exercise upon the mercantile relations of both England and those countries, this evidence will be found in a leading article published in the *Times* newspaper of the 19th December, 1856; in an address of the Hon. Judge Haliburton, published also in the same paper; and in another leading article which appeared in the *Times* of the 10th January, 1857,—extracts from which will be found in the Appendix.

The concluding sentence of the last article states in a few words that which we have been endeavouring to show, and confirms one of the leading features on which the promoters of "*The North Atlantic Steam Navigation Company*" have acted: "It is scarcely possible to repress astonishment at the amount of intercourse between this country and the States, even as it actually stands; what proportions it may acquire in a few short years, is a question to baffle all attempts at divination or conjecture."

London, February, 1857.

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## APPENDIX

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*Extract from a leading article in the TIMES, December the 19th, 1856.*

LET some of these tourists that have souls above the invariable *table d'hôte*, the crowded Rhine steamer, and the well-trodden ascent of Mont Blanc, just pay a rather longer visit to the finest colony under the sun. Canada can now be traversed from end to end, both by a noble river and by almost too good and too costly a railroad. There can be no doubt as to its climate for the travelling part of the year. It has splendid scenery, picturesque cities of a decent antiquity, and—not the least charm of foreign travel—priests, convents, and popish cathedrals, which, on the plea of curiosity, even Exeter-hall does not forbid you to enter. It has *habitans* more French than the French themselves, and English too of a type much more primitive than is familiar to most English tourists. It has battle-fields and other associations. The hotels are excellent, the food abundant and good, and the natives most hospitable. Ascending to higher interests, there is an inextinguishable loyalty, which binds three millions not only to the British allegiance but to the use of British customs and British manufactures, with no reason or inducement, except which the heart may supply. Of these there are French whom we have conquered, and sometimes illused; Irishmen whom our home institutions have driven out, and very few indeed who have not been elbowed out of the old country in one way or another. Nevertheless, all these still call England their country and their home; they drink the health of Queen Victoria, and take every opportunity of doing honour to her flag. They subscribe largely to the sick and orphans of her armies and the memorials of her heroes; they celebrate her

triumphs, and earnestly entreated to have a part in winning them. Why the offer was declined is a reason of State into which we will not dive. Then, for humour, for fun, and frolic, for that brighter essence of humanity without which life is a ditch and civilization a canal, is not Canada the country of Sam Slick? Read the man himself upon the country in our columns this day. Is not this a country to see, ye Brown, Jones, and Robinson? There are scenery and costume; there are French peasants and French hotels; there is a river far finer than the Rhine, and within a few hours of the capital a waterfall to which the addition of all the waterfalls of Europe, from the Rhein falls downwards, would make no perceptible difference. Everything in that region is promise and hope. You don't see city upon city that has not yet recovered from the Thirty Years' War, or that has been left high and dry by the ebb of commerce and the caprice of power; but cities built the other day, born since you were, already populous and magnificent. Cannot we persuade some bolder spirits to take their berths next summer in one of these floating cities that have now bridged the Atlantic, and give a couple of months to the Young England of the West? We speak not now of the United States, for, in truth, they speak eloquently enough for themselves. Mortal time, mortal summers, and mortal purse are limited; so we speak only of Canada.

And now for the object. It is one in which our three adventurous friends, if we can induce them to go so far, have been partially anticipated. Haliburton himself, who knows every man, and, as he adds, every woman in one or more of the provinces, has told us something about Canada and its Republican neighbours. Our own correspondent has discharged his mission not slackly, for, though we say it, no Englishman can read his letters from Canada without larger, more intimate, and more exalted notions of that colony. What remains to be done, and what we should like to see done, is this:—Let some one follow the stream of immigration into the great towns and the back woods, and collect a number of personal narratives showing how industry and talent can there manage for themselves. We want to know by examples what chance a man has who takes there his own strong limbs, stout heart and free will; then, what chance a man has who can stand behind a desk or a counter, and be civil and honest; then, what a man can do with his family; and, further, what a man can do with a few hundred or a few thousand pounds. The tide has been so much lately to the goldfields and the colonies gilded by their neighbourhood that Canada has almost passed out of thought, till the completion of the Grand Trunk Railway has brought her once more into notice. Yet nobody who visits Canada but reports it—at least, Canada West—one of the finest countries in the world. The instant you cross its frontier you find yourself quite at home,—among people who look like Englishmen, farms and homesteads that look English, and a cultivation like our own. These are people who can

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migrate into the States in ten minutes, and have not the least thought of doing so. Ought not this country to be a little better known here? There are some sorts of people among us who certainly would be better off there than here; such as tenant farmers who do not pay rent; young men of enterprising but desultory habits, particularly if they cannot bear the confinement of the desk; labourers who prefer night to day labour, and who are better acquainted with a gun than a spade; all, in fact, who cannot easily conform to the rigour of high civilization. Here is a country made for you; the very place for sons of nature. As to its future we do not venture to instruct you. But it has a future, a glorious one, Mr. Haliburton says, though it beats his powers of second sight to say exactly what. It is something to have a future, though an uncertain one. We know the future of our own country almost too well. It will remain for a considerable time—till the year A.D. 2000 at least—very much what it is. In Canada there is a little more conjecture, and therefore, also, more room for enterprise; and it is very clear that an ordinary man of spirit has quite as clear a field before him there, and much more splendid chances, than in this country.

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*Extract from Address of the Hon. JUDGE HALIBURTON, on British Colonial Policy, at the Manchester Athenæum, on Tuesday, December 16, 1856.*

And was not Canada to be something shortly? In 1783 there were only 3,000,000 in the United States, and in Canada there were just 3,000,000 now; while the secret had got out at last that it was an infinitely finer country than any portion of the United States. Steamers were now about to run every day to America, and in ten years more we might expect the population of Canada to be 20,000,000. Was it worth our while to have them, or to shake them off? They spoke our language, had the same laws and institutions, rather more protection for life and property than we had with our ticket-of-leave men (laughter), and he need not speak to Manchester men of our trade with British North America, or compare it with the trifling trade with the North of Europe. (Hear, hear.) Nothing but ocular demonstration could teach them, however, as his residence of half a century had taught him, that the colonists there had nothing except their wood, their water, their soil, and the productions of the soil, but what came from England. That was a fact which spoke volumes. He believed he might say he knew every inch of Nova Scotia—he almost knew every man in it, not to mention the women. (Cheers and laughter.) He thought, as the Yankees said, he could "talk

like a book" about that country, and he could give an illustration of what he had just been alluding to. The child who was born in that country was washed—first thing—in an English bowl, put into English flannel, English petticoats, and an English frock trimmed with English lace, and the first word he spoke was English. When he went to school, his hat, his coat, his shirt, his trousers, and his shoes—all came from England; his satchel was made in Manchester, and his slate was from the English slate-quarries; his book and paper, his lead-pencil, his ruler, and copybook, were all sent from England. The moment he began to use a horse, his saddle and bridle, spurs, crupper, girths, whip, halter, reins, bits, currycomb, brush, and iron shoes, were all made for him in England. If he enjoyed the sports of the field, his gun, his flask, his shot-bag, powder and shot, and percussion caps, were English. If he went fishing, his rod and line, the sinker, the floats, and even the flies (laughter), were English, although there were flies in the colony big enough and strong enough to bite through a boot, and the borders of the lakes were covered with wood that would supply the whole world with fishing-rods. If he built a vessel, not a single thing in it belonged to the country where it was built: the rigging, the iron, the copper, the ropes, the chains, the rudder, the compass, and all the fittings, were English. If he built a house, which he did very early, for he was a very amorous young gentleman, and frequently caught his bird before he had got a cage (laughter), then the trees were cut with an English axe, sawn with an English saw, planed with an English plane; the boards were nailed with English nails and by an English hammer, and the windows were of English glass, puttied with English putty. Then the carpet, knives, forks, plates, were English, and so were the decanters—for he would drink something besides cold water, and he (Judge Haliburton) did not much like that, to tell the truth. (Cheers and laughter.) He thought, too, it was something touching that the colonist still said he was going "home" when he came on a visit to England (cheers); and though it might be thought that the man he had been supposing, having brought nothing into the world, took nothing out with him, yet he was put in a coffin lined with English flannel, covered with English cloth, screwed down with English screws and an English screwdriver, and his name was on an English coffin-plate. The priest, in an English gown, read the service over him out of an English book, and the earth was shovelled over him with English shovels. From the cradle to the grave the colonist was dependent on England. (Hear, hear.) British North America was a country about one quarter larger than all Europe. Canada alone was as large as England, France, and Prussia put together; there was space enough for all our surplus population, who could go there and still be Englishmen (hear, hear), while it had got a race of men such as we should not "ditto," to use the Yankee phrase, anywhere, whose sympathies with this country were signally demon-

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strated on receipt of the news of the fall of Sebastopol, who had no hostile tariff like that of the United States, and who evinced a preference for everything English.—*Times*, Dec. 19, 1856.

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*From the TIMES, January 10, 1857.*

A column of figures in small type is not usually a very alluring spectacle, and yet we published a statement in this form on Tuesday last which contained intelligence as interesting as ever the least laborious of readers desire need to find. The facts thus put on record explained the whole commercial dealings of the United States, and showed the relations in which the Americans stood to the several trading countries of the world as regards that interchange of advantages from which national ties ought necessarily to spring. The account was made up for the fiscal year last past, and its results will be found striking in the extreme.

The whole of the domestic exports of the United States—that is to say, the entire amount of the goods actually produced in America and sold to foreign countries—is represented, for the period referred to, by a money value of 310,586,330 dollars. These exports are divided among thirty-six different States; or, to put the case in more familiar language, the trade of the Union is maintained by six-and-thirty customers. Europe, Asia, Africa, and America have all of them accounts with this great Transatlantic firm, but it is when we come to the comparison of one account with another that the result appears most worthy of note. Of the thirty-six communities thus dealing with the United States, thirty-five take, in the aggregate, goods to the amount of 114,794,444 dollars; so that there remains an account of 195,791,886 to be kept by one customer only, and that customer is Great Britain. A proportion, in fact, of American produce, little less than two-thirds of the whole, was exported last year from the States to the various dominions of the British Crown; for, if we speak in round numbers, and put the entire export trade of the States at something above 300,000,000, our own dealings with them are found to be only a little short of 200,000,000. They might lose all the custom they have got except ours, and still keep together pretty well two-thirds of their business.

It matters not to what items we turn, there is still Great Britain at the head of the list. The principal exports of America are cotton, corn, tobacco, and gold. Of gold we took upwards of 33,000,000 dollars; of tobacco, though the disproportion is not quite so wide as in the other cases, we took an amount greater in value than any other

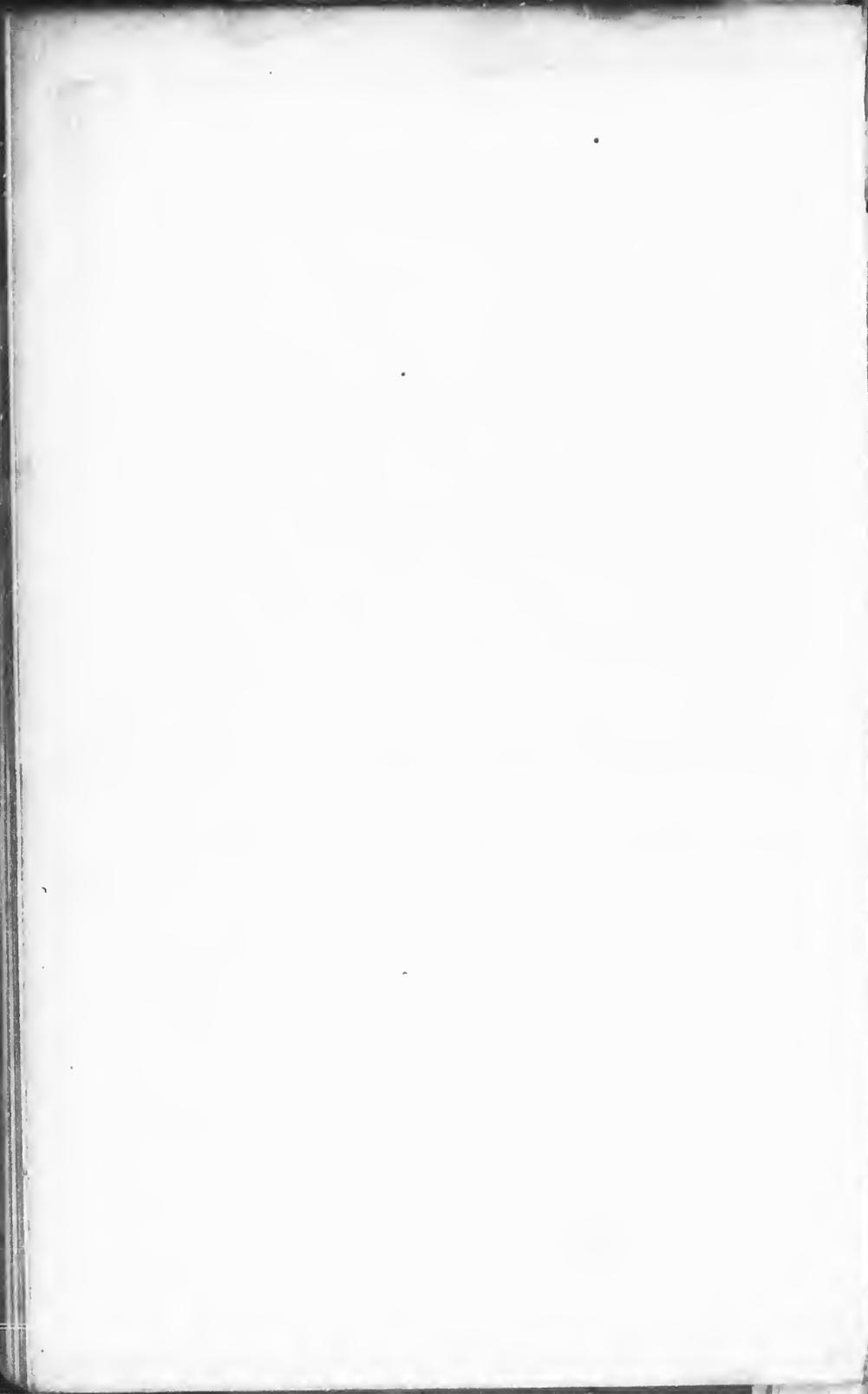
State; of cotton we took just about twice as much as the rest of the world together. In the articles of grain and flour the distribution is still more striking. Out of 8,000,000 bushels of wheat exported (using round numbers) we took more than 6,000,000; out of 10,000,000 bushels of Indian corn we took more than 9,000,000; and of 3,500,000 barrels of flour we took more than 2,000,000. The next customer to ourselves is France, in all the items except that of tobacco, where the national predilections of Germany give it a preponderance. In fact, it is noticeable that both Germany and Holland surpass even Great Britain in the amount of this produce which they absorb, though they fall short of us when it is reduced to money value. Russia does next to nothing, her whole dealings being worth only some 600,000 dollars, of which more than five-sixths are in cotton. The trade of Spain makes a respectable figure, but this is due in great part to Cuba.

The reader will inquire, however, whether there is not another side of the account, and whether the United States are not customers of ours? Undoubtedly they are, and very excellent customers too. We stand, indeed, at the head of their list in this respect as well as the other. During the fiscal year 1856 the United States imported goods from other countries to the value altogether of 314,639,942 dollars, and of this amount almost one-half, or upwards of 150,000,000 dollars, they spent with us. After ourselves comes France, as before, while, for the rest, the Americans get their sugar mostly from Cuba, their tea from China, and their coffee from Brazil. But here occurs another notable feature. It will have been seen that upon the whole the total exports of the States, notwithstanding their magnitude, were something less in value than the total imports. To the former, however, which have been limited in our statements to domestic produce solely, must now be added the value of foreign goods re-exported—a sum represented by 16,378,578 dollars—so that on the final settlement there is a balance of more than 12,000,000 in favour of the exports. But this is due to the goodness of our own account. Though we sell so largely to the States, we buy more largely still, and in this respect are far ahead of their other customers. Brazil and Spain (including Cuba) take so little from the productions of the Union, that the two together have a trade balance of more than 30,000,000 dollars in their favour. The accounts from France and China are on the same side, and these four, with two South American States, make up altogether a balance against the Union of 50,915,812 dollars. The whole of this, however, is all but liquidated through the account of Great Britain; for, if to our purchases of native American produce are added those of foreign goods made through America, we find ourselves debtors on the general balance to the amount of 50,069,287 dollars.

Now, even if we set aside for the moment the ties of consanguinity and common descent, together with the incessant intermixture

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of personal interests which emigration produces, the merely commercial bonds established between two communities thus situated present an aspect almost marvellous. What increases, too, the wonders of the view is the fact that scarcely any limit can be put to the expansion which this intercourse may yet receive. A glance at the map of the United States will show that scarcely one-half of the territories of the Union is as yet brought under cultivation. If the reader should wish to get some tangible idea of the scope thus left available for progress, let him take a district of which a good deal has been lately said and written—that of Kansas. Kansas is only one of the provinces into which the American Union has the privilege of expanding itself westward; indeed, it is not nearly so extensive as the continuous territory of Nebraska. Yet this Kansas—this debatable strip of land which slaveholders and freesoilers are fighting for—is in itself as large as Great Britain and Ireland put together. What limits can be put to the productiveness of a country like this? As to corn and breadstuffs, it is said that we are only beginning to discover the capabilities of the North-Western provinces, and even with regard to cotton, an article of a much more exceptional kind, prospects are now held out of an acceptable increase in the field of supply. No wonder, then, that the relations of two such nations as Great Britain and America should find expression in works for bridging the mighty ocean between them—works which in themselves partake of the character of prodigies. The steamers of the two countries have brought New York nearer London than Edinburgh was but a few generations ago, and the project for rendering this communication absolutely instantaneous is now assuming the appearance of reality and success. It is scarcely possible to repress astonishment at the amount of intercourse between this country and the States, even as it actually stands; what proportions it may acquire in a few short years is a question to baffle all attempts at divination or conjecture.



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United States Geological Survey

# "NORTH ATLANTIC"

## GRAND TRUNK

UPPER CANALS



Scale 1:100,000

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**"NORTH ATLANTIC"**

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# A MAP

*Shewing the shortest route from England to Halifax;*

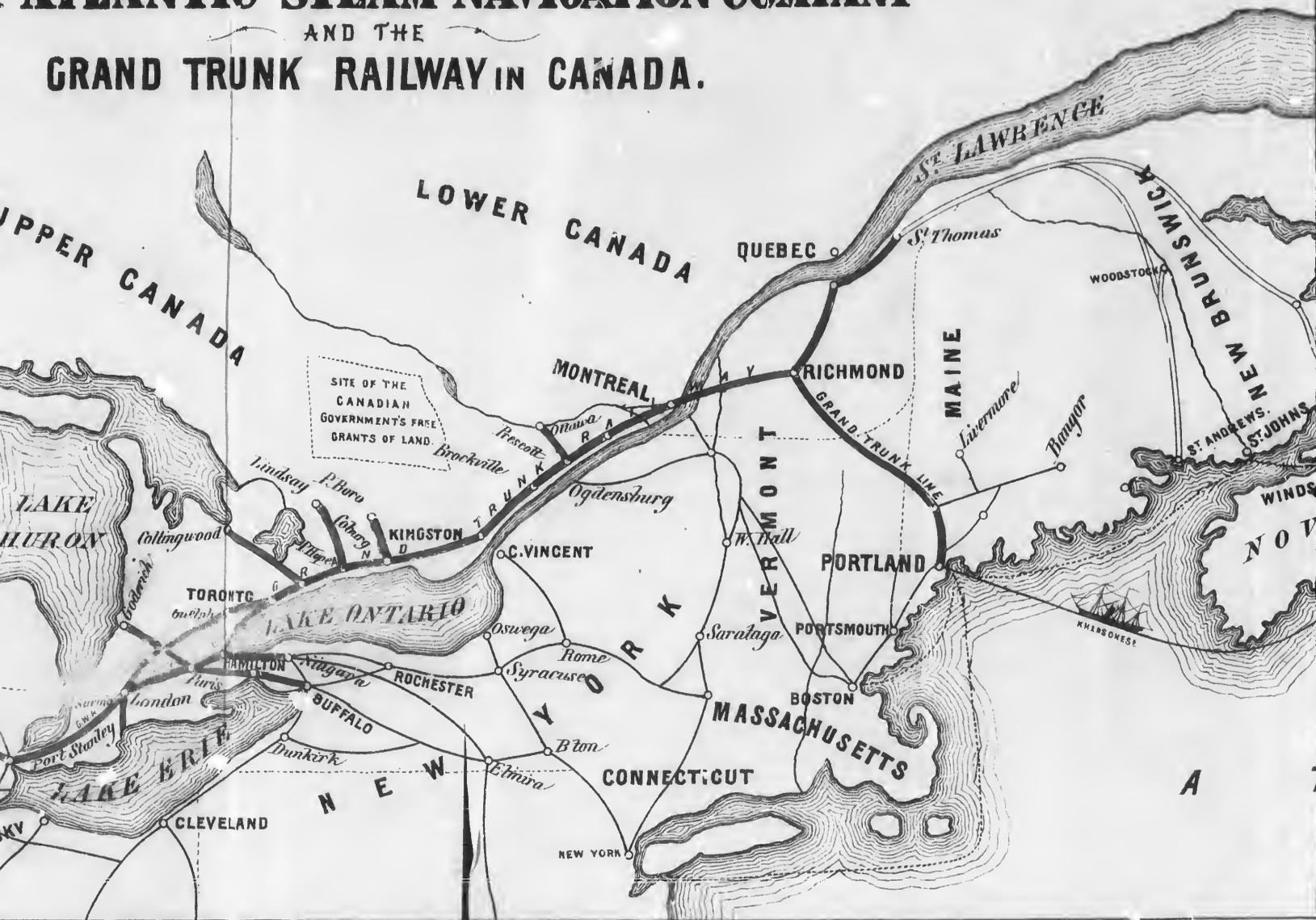
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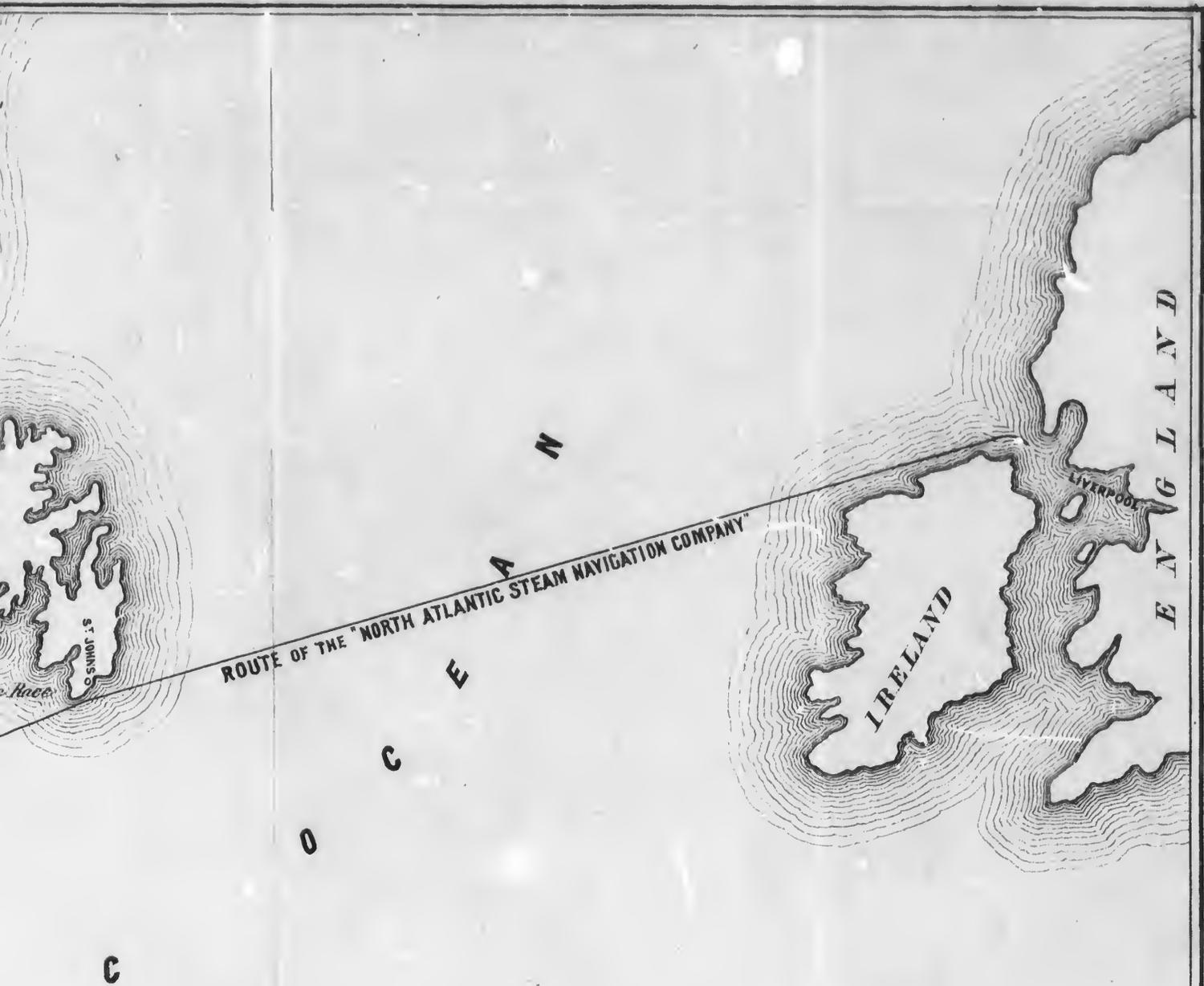
### GRAND TRUNK RAILWAY IN CANADA.



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A T L A N T I C



*This Sketch Map is intended to show the relative positions of the British Provinces and the Far West, and not the distance across the Atlantic.*

