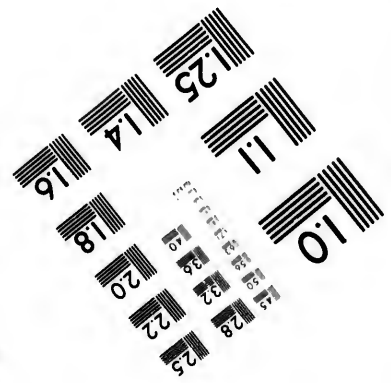
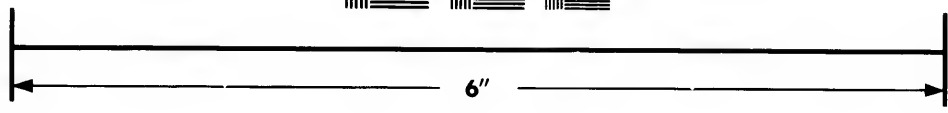
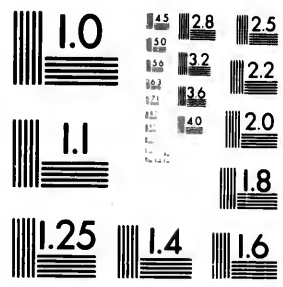


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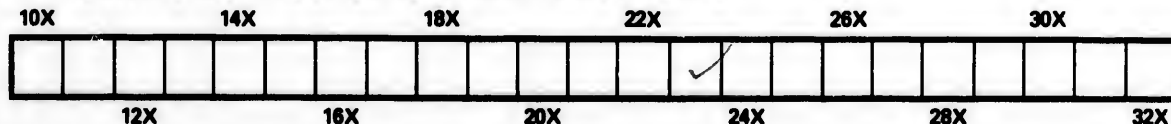
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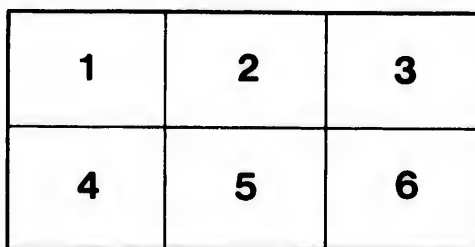
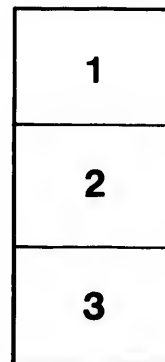
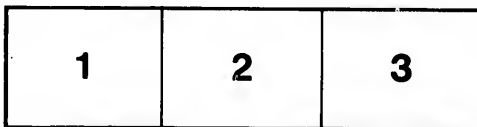
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In Luebeck *Buxtehude* was organist. His fame had gone forth over all Germany, and *Bach*, full of the desire to form and develope his spirit, felt that such extraordinary men were artistic revelations, which attracted him irresistibly; by contact with them he thought to gain freedom and light, and to Luebeck he felt himself drawn. In the year 1705 he asked for a four weeks' furlough, "for the purpose of perfecting himself in his art." He estimated as nothing the inclement season, as nothing the 250 miles distance, although he had to walk every inch of the way. Was it not his object "to perfect himself in his art?"

In Luebeck, four weeks passed quickly, and engrossed by all that appeared new and lovely in *Buxtehude's* playing, he never thought of the termination of his furlough, and remained for three months an unperceived listener of the admired artist. Thence he carried his "queer variations" to Arnstadt. This unauthorized prolongation of the furlough called forth the ire of his superiors, and was the cause of many a scolding. What did those gentlemen know of his irresistible power of the divine spark of genius, which sought form and light? In their official books they truly formed rules for town pipers, organists, &c., &c., but of genius there was nothing in them. *Bach*, on the other hand, only felt the pressing wants of his soul, and undisturbed attended to his studies with renewed zeal and strength.

THE MARITIME ENTERPRISE OF BRITISH AMERICA.

J. G. BOURINOT.

INTRODUCTORY.

The history of maritime enterprise is replete with the deepest interest to every one who wishes to trace, step by step, the progress of commerce and civilization—and these, it is hardly necessary to add, are synonymous,—or takes pleasure in the record of man's heroism and energy. A subject of so comprehensive a nature could take up many pages of this periodical, but all I shall attempt to do in the present article will be to give what may be considered a single chapter in the history of maritime enterprise. The subject ought to be interesting to all of us, whether we live by the shores of the ever restless Atlantic, or by the side of the great freshwater lakes and rivers of the Dominion. Perhaps many of the readers of the *QUARTERLY* have no very definite idea of the progress that has been made in the branches of industry which form the subject-matter of this paper. The results that I shall present in the course of the following pages must give all of my readers reason for congratulation, for they prove that the people of the Dominion possess all that indomitable enterprise, that irrepressible energy, and that love of adventure which are eminently the characteristics of the great races to which they owe their origin.

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Before taking up the practical part of this subject and showing the position of British America as a Maritime Power, I must first refer briefly to those maritime adventurers who have particularly associated their names with the provinces and laid the foundation of England's colonial empire on this continent. In dealing with this part of the subject, I shall not be able to relate anything that is new,—the names of these maritime adventurers must be familiar to all, and their achievements may be even as a twice-told tale; yet there is such a charm and such a romance about their lives and the world owes them so much, that the essayist, like the lecturer or the historian, is impelled to linger for a while and recall their history. In the days of youth, when the world is yet before us, and our sympathies are easily aroused, the story of adventure must ever possess the deepest charm; but indeed none of us ever become so old that our hearts fail to beat responsive to the record of some heroic deed or we cannot follow, with the most absorbing interest, the explorer who ventures into unknown countries—whether it be Livingstone or Baker struggling through African jungles, in constant peril from savage blacks, or even more dangerous Miasma of tropical swamps; or whether it be Kane, Hayes, or other intrepid pioneers steadily advancing towards that "Open Polar Sea," whose secrets have so long been concealed by almost impenetrable barriers of icebergs and glaciers.

EARLY MARITIME ADVENTURE.

The student of American history will remember that it has been contended that the continent of America was actually visited by enterprising mariners previous to the voyages of Columbus and the Cabots. The French affirm, and adduce certain evidence to show, that the Basques, "that primeval people, older than history," had, on their search after cod, ventured as far as Newfoundland, which they called "Baccaløas," or the Basque term for that fish; and it is certainly a noteworthy fact that "Baccaløas" still clings to an island on the coast. It is also contended that eight or nine hundred years ago the Norwegian navigators extended their voyages to those waters. About a hundred years before the Norman conquest of England, say the Danish writers, one Biorne or Beaine, sailed from Iceland for Greenland, in search of his father, who had sailed thither but never returned. Whilst engaged in this filial duty, he got lost in the fog, and discovered an unknown country. Others followed in Biorne's route and came to a land which they called Marklaud, and Vinland, and is believed to have been a portion of the Northern continent. But it is not necessary to dwell on what are after all vague traditions of the shadowy past, furbished up by enthusiastic antiquaries anxious to give their countries the glory of having first discovered the new world. Authentic history alone commences with the voyages of Columbus and the Cabots, who stand out prominently as the pioneers of all modern maritime enterprise. In the year 1492 Columbus gave to the world the heritage of the West, and opened up a new and unlimited field of action to the enterprise of the nations of Europe.

Six years later, in 1498—a most memorable year in the history of maritime enterprise,—Columbus discovered the firm land of South America and the River Orinoco. Vasco de Gama rounded the Cape of Good Hope, and Sebastian Cabot rendered the existence of the northern part of a new continent a matter beyond dispute. The greatest of these adventurers, however, was treated with the blackest ingratitude by his Sovereign and country, when he returned worn out and enfeebled, and maligned by his enemies. Sebastian Cabot was even more unfortunate than the great Genoese. During his life he won neither fame nor money from the discovery which he had made. "He gave England," says the American historian, "a continent, and no one knows his burial place."

BRITISH MARITIME ADVENTURERS.

Spain entered into the work of American colonization under apparently the most favourable auspices. The country she won by the valour and the energy of her adventurers, possess precious metals, the most delicious fruits, and the richest soil, but the genius of her people is not adapted to found stable and prosperous colonies. The most prosperous countries on the Western continent owe their settlement to England and France. England's share in the work of colonization was exceedingly limited for some time after the voyages of the Cabots. To us who know her present position among the naval powers of the world, or reflect upon her glorious past, it may appear somewhat surprising that she should not have immediately taken the most active part in founding New England on this continent. Her people are naturally a maritime race, for in their veins flows the blood of those Norsemen and Vikings who roved from sea to sea in quest of achievements, which have been recorded in the most extravagant terms by the Sagas or Sealds, the poets of the North. England's love for the sea must be attributed not merely to her insular position but to that spirit of enterprise and daring which she inherits from the Norsemen. If she did not immediately enter upon the boundless field of action which the discovery of America offered, it was owing to internal causes, as well as to the fact that these northern countries, to whose discovery she would fairly make claim, seemed hardly to afford the same inducement for adventure and enterprise as the rich, sunny climes of the South, of which the Spaniard had the monopoly. But the deeds of Frobisher, Hawkins, Grenville, Drake and Gilbert soon testified to the natural genius of the people of England. To these and other men of Devon—England's "forgotten worthies,"—she owes her colonies, her commerce, her very existence. Many a stately galleon, laden with the riches of Mexico and Peru, became the spoil of the English adventurers, many of whom, it must be acknowledged, displayed all the characteristics of the Vikings—the sea-rovers of the North.

Whilst Hawkins and Drake were chasing the Spaniard and making the name of England a terror to despots and monopolists on the high seas, the adventurous, erratic Frobisher was trying to solve that

problem of the brave sailors the nineteen North-west for gold into another brave enterprise of the heroic ing interest; of a perma Humphrey found no few French, who Vista. The affixed the possession of oldest colony of Sir Hun the cockle-shell down into the

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problem of the Polar seas, which so long absorbed the ambition of brave sailors, until its secrets were at last revealed by Englishmen in the nineteenth century. At one time we find him searching for a North-west passage to Asia; at another, engaged in a wild-goose chase for gold ingots under the Arctic circle. Contemporaneous with him we see another brave man, who strikingly illustrated the zeal for maritime enterprise that arose in the days of the Virgin Queen. The voyage of the heroic Sir Humphrey Gilbert to this continent is to us of surpassing interest; for it was the first which was undertaken with the design of a permanent occupation of American territory. When Sir Humphrey Gilbert entered the port of St. John's, Newfoundland, he found no fewer than thirty-six vessels, of various nations, but chiefly French, which had come to fish in the rich waters that surround *Prima Vista*. The enterprising Englishman erected a pillar to which were affixed the Queen's arms engraven in lead, and thus formally took possession of the island, which has accordingly the honour of being the oldest colony of England. The story of the unfortunate return voyage of Sir Humphrey is well known to all. A violent storm arose, and the cockle-shell of a vessel in which the brave sailor was sailing went down into the depths of the angry sea.

He sat upon the deck,
The Book was in his hand;
"Do not fear! Heaven is as near,"
He said, "by water as by land."

A prominent figure in that Elizabethan age—so famous for its statesmen, its poets, and its heroes, stands Sir Walter Raleigh. No character in our history affords a more attractive theme for the pen of the historian or the biographer, than this chivalrous, zeal-hearted, accomplished Englishman. Those who have read, "Her Majesty's Tower," that clever production of that able writer, Hepworth Dixon, will remember how the undaunted Englishman wiled away his time in scientific pursuits, and in writing a "Historie of the World," when he had been unjustly immured within the walls of the English Bastille, where so many crimes have been committed in those old despotic times, when kings ruled with unlimited sway, and the constitutional liberties of the people, as they now exist, had not been won. Raleigh was a thorough Englishman, always ready to vindicate the honour and dignity of his country. He was also imbued with that spirit of adventure that carried away into unknown seas and countries, so many of the brave men of those heroic times; but he represented the courtly, chivalric type of adventurer, and exhibited none of the roughness, though he had all the courage of Hawkins and Drake, and other naval worthies of his age. His name must always be associated with the first colonization of America, for it was through his energy and enterprize that the attention of Englishmen was directed to Virginia, which he himself so named in honor of that Queen, of whom he was ever the most devoted and courtly servant. No man of his day deserved more from his country and his king; yet all the reward he received, when he was a broken-hearted, crippled old man, was the cruel and unjust sentence,

under which his aged head rolled from the headsmen's block. But the dream which he had of a New England in the West has been realized to an extent which even he, in his most sanguine moments, could hardly have imagined. Look now over the continent of America,—the home of free, energetic communities, and we have the eloquent answer to the poetic anticipation of the poet laureate more than two centuries ago:—

Who in time knows whither we may vent,
The treasures of our tongue? To what strange shores
This gain of our best glory shall be sent
T' enrich unknowing nations with our stores?
What worlds, in th' yet unformed Occident
May come refined with accents that are ours?

THE PILGRIMS OF NEW ENGLAND.

Some years after Raleigh's death, whilst the French were endeavouring to establish themselves in Acadie and Canada, the ships of Captain Newport conveyed to the banks of James River, in that colony of Virginia to which the adventurous Englishman had cast such longing eyes, the first vital germ of English colonization on this continent. Twelve years later than the foundation of Jamestown—now nearly two centuries and a half ago—the *Mayflower* brought to the shores of New England a little colony of men who had become exiles for conscience sake. "With almost religious veneration a grateful posterity," says the American historian, "has always preserved the rock at New Plymouth where the Fathers of New England first landed." A grim and firm-faced band of men were they, not very lovable certainly, not always tolerant of those who differed from them in opinion. Yet they possessed and exhibited all those qualities of indomitable energy and fortitude amid difficulties, which were best fitted to enable them to win a new home in that rugged wilderness. Think how strongly rooted must have been their convictions, how remarkable their adherence to principle, when they could so resolutely leave the old world and face the perils of that wilderness continent. Imagine the solitude that reigned around them—a few stragglers in Canada, a few Englishmen at Jamestown, a few Spaniards in Florida. Unknown perils beset them at every step. The fires of the Indian were alone to be seen along the streams, or marked his hunting paths amid the illimitable forests that stretched over that virgin continent, now at last to be won to civilization. Yet these men courageously accepted the ~~job~~ that destiny had marked out for them, and even welcomed the solitude of that untamed wilderness, where they could openly avow and practise their religious principles, in fear neither of men nor monarchs.

FRENCH MARITIME ENTERPRISE.

Let us now look to France, and see what her love for maritime adventure has achieved on this continent. It is to the enterprise of some of her resolute seamen that those countries of British America owe the first settlements on their shores. So far there has been two eras in the history of these provinces. First, there was the era when the French occupied or rather laid claim to so large a portion of the conti-

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ment. Within seven years of the discovery of the continent, the fisheries of Newfoundland (as I shall show at a greater length hereafter), were frequented by the hardy mariners of Bretagne and Normandy. Verazzani, a Florentine, sought a western voyage to Cathay, under the auspices of Francis I., but although he did not succeed any more than others in achieving the object of his ambition, he visited many parts of North America. Then came Jacques Cartier, of St. Malo,—that ancient town, thrust out like a buttress into the sea,—the stronghold of privateers, the home of an indomitable and independent race. In the year 1535, did this adventurous sailor set out from the rude old seaport, and finally succeeded in discovering the noble Bay and River, which he named in honour of the Saint. The most admirable description of that ever memorable voyage will be found in one of that series of volumes which Parkman has written concerning the early history of this continent—volumes well worthy the careful perusal of every one, on account of their graphic and spirited style of narrative, so very different from the dreary, dry style in which British American writers have hitherto treated similar subjects. Parkman, who is not merely remarkable for his historical accuracy, but for his truthful descriptions of scenery, tells us how Cartier sailed up the river which carries to the ocean the tribute of the great lakes and rivers of the west.* They passed the gorge of the gloomy Saguenay, “with its towering cliffs and sullen depth of waters.” They anchored off that mighty promontory “so rich in historic memories,” and whence the eye can range over one of the finest panoramic views on this continent. Then they passed up the river, whose banks were covered with luxuriant vegetation, and reached the site of the ancient Hochelaga, where a most picturesque spectacle was presented to their gaze. “Where now,” says the American historian, “are seen the quays and storehouses of Montreal, a thousand Indians thronged the shore, wild with delight, dancing, singing, crowding about the strangers, and showering into the boats their gifts of fish and maize; and as it grew dark, fires lighted up the night, while, far and near, the French could see the excited savages leaping and rejoicing by the blaze.” Cartier ascended the height which he called Mount Royal in honour of the king of France, but how different was the landscape from that which is now the delight of travellers.* “Tower and dome and spire, corrugated roofs, white sail and gliding steamer, animate its vast expanse with varied life. Cartier saw a different scene. East, west and south, the mantling forest was over all, and the broad blue ribbon of the great river glistened amid a realm of verdure. Beyond, to the bounds of Mexico, stretched a leafy desert, and the vast hive of industry, the mighty battle ground of late centuries lay sunk in savage torpor, wrapped in illimitable woods.”

The voyage of Cartier to Canada was the commencement of French commercial and maritime enterprise in North America; but some years elapsed before any permanent settlement was made in the

*Parkman—Pioneers of France in the New World.

countries claimed and discovered by France. After the voyages of Cartier the French got up several expeditions, avowedly in a commercial spirit. One of these expeditions made a settlement at Port Royal, now Annapolis, in the province of Nova Scotia, or Acadie. Among the founders of that settlement were Lescarbot and Champlain, each of whom is intimately associated with the early history of British North America. Lescarbot left behind him some pleasing sketches of the doings of himself and comrades in those days of exile from *la belle France*—how they founded a new order, *l'ordre de Bon Temps*, whose Grand Master had to furnish its members with all the materials for feasts,—how they made up hunting and fishing parties, from which they derived both profit and enjoyment. In the early part of the seventeenth century Champlain founded the city of Quebec, on the sight of the ancient Stadaconé. Champlain's life reads like a romance—full of hair-breadth escapes by land and sea.

In the old library of Dieppe, the traveller can still see a moth-eaten manuscript, written in a formal and plain hand, and illustrated by pictures of a most fantastic character. We see "forts, harbours, islands and rivers, adorned with portraitures of birds, fents and fishes." Here we see "Indian feasts and dances; Indians flogged by priests for not attending mass; Indians burned at the stake, six at a time, for heresy." We are amused by illustrations of chameleons with two legs; and of a griffin, a monster with the wings of a bat, the head of an eagle, and the tail of an alligator, which was said to haunt certain parts of Mexico. This extraordinary medley of truth and imagination is the journal of Samuel Champlain, of Bronage, on the Bay of Biscay—the father of New France. It would be a pleasing task, if it were within the scope of this paper, to follow him in his adventurous career in the colony he founded successfully on the banks of the St. Lawrence. We see this intrepid soldier and sailor—for he was both—superintending the erection of the buildings which were so long to hold the fortunes of the little colony; anon sitting by the camp-fire of the Montagnais Indians; anon aiding the Indian tribes in their conflicts with the "Romans of the New World," the Iroquois; anon venturing on the unknown waters of the Ottawa, the guest of the Algonquins, and tracing that river to its very sources. Wherever he went his manly qualities won the admiration and friendship of the tribes that then inhabited Canada. Without his courage and energy, Quebec would not have been founded at so early a date, and France might never have gained a foothold in the new world.

The history of New France is especially full of dramatic interest. Many men connected with the noble families of the old world took part in the foundation of the colony, and established their seignories amid the forests. They tried to reproduce, so far as they could, in the American wilderness, the old feudal system which had so long repress-

*Montreal is now one of the best built and most prosperous cities in America, with a population of at least 120,000 souls. Its position, at the junction of the Montreal and Ottawa, could not be better, and must always make it one of the commercial entreports of this continent.

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ed the energy and ability of the masses throughout Europe. Influences by the spirit of mediæval chivalry, the founders of New France, those "gentlemen adventurers" performed many deeds of "bold enterprise." Canada and Acadia were cradled amid war and tumult. Their early history was one of conflicts, between the French and English, or between the French and Indians. It is not therefore wonderful that there should be so much of the dramatic or sensational element in the early annals of British America.

I have now briefly referred to those adventurers who, by their daring and energy, first led the way to the colonization of America. If it were properly within the scope of this article, I would like to follow them step by step in their perilous voyages across the ocean—to describe their heroic endurance in the face of the most formidable obstacles. The very vessels in which they sailed were mere clumsy hulks, with their quaint, high sterns—many of them not as large, and certainly not as safe, as the small coasters of the provinces. The "Squirrel" in which Sir Humphrey Gilbert sailed was only fourteen tons burthen. The vessel which carried Champlain, the founder of New France, was only fifteen tons, and yet he crossed the treacherous Atlantic safely, passed the tempestuous headlands of Newfoundland, and glided deep into the heart of the Canadian wilderness. But all that I can endeavour to do in this part of my paper, is to sketch the outlines of the picture—my readers must be left to fill in the details themselves. True it is, that no pages of history are more attractive than those which describe the voyages of these maritime adventurers—their faith and their valour, their heroic lives and their often heroic deaths.

THE CAUSE OF THE PROSPERITY OF THESE COLONIES.

With the history of the progress of British America from poverty to wealth, since the commencement of the second era of its history, which dates from the fall of Louisbourg and Quebec, and the cession of Canada to England, it is not necessary that I should deal, since it has formed a fruitful theme in the press, on the platform, and in the Legislature, since the principal provinces have been consolidated into a Confederation. I must say, however, before proceeding to show the maritime progress of British America, that the fact of the British colonies on this continent having made such rapid strides in the elements of wealth and prosperity, must be attributed in a great measure to their having been allowed such freedom in the direction of their internal affairs, especially in their commerce. Up to the close of last century,—indeed up to a very few years ago,—the colonial policy of England was based on one dominant idea, that shipping should be encouraged at the expense of colonial interests. The possession of colonies was supposed to entail a demand for ships; therefore colonies must be fostered so as to make that demand as large as possible. At the commencement of the war of Independence, America would import nothing except in English ships; she could export nothing except to Scotland and to Ireland, nor could she import any commodities except from Great Britain. "The only use"—said an English statesman a

century ago—"of American colonies or the West Indian Islands is the monopoly of their consumption and the carriage of their produce." These Navigation Laws have been somewhere well described as intended to effect, for the English navy, what the protective corn laws were expected to do for agriculture—to supply vitality by artificial means, and create prosperity by legislation. When England entered on a new era of political liberty, on the passage of the Reform Act over thirty years ago, she wisely adopted a different commercial policy by repealing the long established regulations and monopolies which had so long depressed and hampered colonial trade and shipping. England has long since recognized the fallacy of the old ideas which prevailed among her statesmen, during the past century, and led to the rupture between herself and her old colonies. England's best customers are her offspring in the American Republic and in her wide colonial dominions. As the extension of their political privileges, a few years ago, opened up a wider career of ambition and usefulness to the people of these countries, so did the removal of all the old monopolies and restrictive navigation laws, almost at the same time, give a remarkable impulse to their trade and commerce. To-day the population of all British America cannot be less than four millions of souls, and its aggregate trade is estimated at about one hundred and fifty millions of dollars, or more than the trade of the United States forty years ago. But no statistics more clearly prove its commercial progress than those which refer to its commercial marine.

THE FISHERIES.

One great branch of maritime enterprise is necessarily the Fisheries. Indeed, the navies of three European Powers,—England, France and Holland,—owe their development to a large extent to this branch of industry. These powers long contended for the whale fisheries of the North, but it was on the coast of North America that the greatest rivalry existed. It is well established that in 1517 fifty Castilian, French and Portuguese vessels were engaged in the North American fisheries. In 1578 there were a hundred and fifty French vessels off Newfoundland, besides two hundred of other nations,—Spanish Portuguese and English chiefly. The French, for a long while, were the most actively engaged in this lucrative branch of national wealth; indeed, at a later date, they were wont to boast that the North American fisheries contributed more to the national power and the development of navigation than the gold mines of Mexico could have done. DeWitt has also told us "that the English navy became formidable by the discovery of the inexpressibly rich fishing banks of Newfoundland." So important indeed are these fisheries considered by the French, that they have always adhered to the rights which they obtained by the treaty of 1763, and under which they have been allowed to retain the islands of St. Pierre and Miquelon, and certain fishery privileges over a considerable portion of the coast of Newfoundland. At the present time there are from 10,000 to 15,000 Frenchmen engaged in this branch of industry within the French jurisdiction, but the catch is by no means

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as great as it was fifteen or twenty years ago, and consequently the amount of capital invested not as large. It is difficult to obtain very reliable statistics respecting the French fisheries, but I have been able to ascertain from reliable sources that the bounties paid by France, during the nine years from 1841 to 1850 inclusive, for the codfishery alone, amounted to the annual average of 3,900,000 francs. The present value of the annual catch varies from \$3,000,000 to \$4,000,000 in round numbers.

The Americans have always eagerly participated in the Fisheries. By the Convention of 1818, they were given the right of fishing on the coasts of Newfoundland, Labrador, and the Magdalen Islands, but they were expressly precluded from taking or curing fish within three miles of the coasts, bays and harbours of the other provinces. When the Reciprocity Treaty came into force, the Convention of 1818 went into abeyance, but now that treaty has been repealed, and the Americans are restricted within the limits first mentioned. We tried the experiment of imposing a tonnage duty on American vessels using our fishing grounds, but the tax was so systemtically evaded that the Government of the Dominion has very properly determined to protect our fisheries from the encroachments of all foreigners. The importance of the fisheries to the Americans may be estimated from the fact that the value of the cod and mackerel caught in our waters during a good season, has been put down at upwards of \$12,000,000, but that is an American estimate and probably below the truth. It is our mackerel fisheries, however, that they chiefly value, and in fact cannot do without. It will therefore be seen what an important agent the Dominion holds in its hands, for the purpose of bringing the Americans to agree to some liberal treaty of commerce, in place of their present restrictive and absurd policy towards us.

It is not easy to arrive at the exact value of the fish caught in the waters of British America, but the following figures, which we give by that careful statistician, Mr. Arthur Harvey, in the "Year Book" for 1868, may be considered as approximating to the truth:

Nova Scotia,.....	\$3,478,000
New Brunswick,.....	867,000
Ontario,.....	1,017,000
Quebec, (inclusive of salmon fisheries),.....	901,000
Newfoundland, (sea fishery included),.....	4,440,000
P. E. Island,.....	184,000

Total for British America,.....\$10,837,000

The actual value of the fish caught at present may be considered as exceeding the foregoing estimate; and the total value of our fisheries may be given as follows:—

British Provinces,.....	\$12,000,000
United States,.....	16,000,000
France,.....	4,000,000

\$32,000,000

THE COMMERCIAL MARINE.

Now we come to the next element of maritime enterprise—the commercial marine of British America. Nearly all of the provinces possess an abundance of timber suitable for the construction of ships, and as a large proportion of the people are engaged in maritime pursuits, they have naturally directed their attention to shipbuilding. Since the commencement of the present century, there has been a steady and in fact rapid increase in the tonnage of the vessels owned and employed in British America. In 1806 the provinces did not own more than 71,943 tons of shipping*; in 1830, the number had arisen to 176,040; in 1850, it was put down at 446,935 tons; in 1866, it was estimated at double the amount, viz: 950,000 tons, comprising about 6,500 vessels, valued at \$34,000,000. Now, in order to appreciate the value of the shipping interest of British America, it is sufficient to know that she is entitled to rank, as a commercial or maritime power, after England and the United States,—her tonnage being very little, if any, below that of France. Indeed, the Americans are forced to admit that we are, in this particular, gradually outstripping them; for the commercial marine of the United States, it is notorious to everyone, has remarkably retrograded of recent years. Soon after the close of the American war, Mr. Secretary McCulloch, then the head of the Treasury department, was forced to make this humiliating acknowledgment in the course of his annual message to Congress:—"The prices of labour and materials are so high that shipbuilding cannot be made profitable in the United States, and many of our shipyards are being practically transferred to the British provinces. It is an important fact that vessels can be built much cheaper in the provinces than in Maine. Nay, further, that timber can be taken from Virginia to the provinces, and from these provinces into England, and then made into ships which can be sold at a profit; while the same kind of vessels can be only built in New England at a loss, by the most skilful and economical builders. But the evil does not stop here: if the only loss was that which the country sustains by the discontinuance of shipbuilding, there would be less cause for complaint. It is a well-established, general fact that the people who build ships navigate them; and that a nation which ceases to build ships ceases of consequence to be a commercial and maritime nation. Unless, therefore, this state of things is altered, the people of the United States must be subject to humiliation and loss. If other branches of industry are to prosper, if agriculture is to be profitable, and manufactures are to be extended, the commerce of the country must be sustained and increased." The present condition of the commercial marine of the United States strikingly verifies the fears of Mr. McCulloch, and proves how remarkably a leading industry may be crippled by the adoption of a wrong commercial policy, such as now prevails in that country.

No State of the Union—no country in the world, can exhibit the

*These figures include P. E. Island and Newfoundland.

same amount of shipping, in proportion to population, that the little Province of Nova Scotia owns at the present time. Living in a country abounding in splendid harbours, accessible at all seasons, and at the very threshold of the finest fisheries of the world, the hardy and industrious people of Nova Scotia have necessarily directed themselves to the prosecution of maritime pursuits. She now owns nearly one-half of all the shipping possessed by the Dominion as a whole—in other words, she can give more than a ton to every man, woman and child within her borders. To show my readers what is being done in that section of the Dominion, let me refer you to Yarmouth, on the western coast. The inhabitants of this County are as industrious and energetic a class of people as can be found in any part of the United States. Many of them are descendants of the old settlers of New England, and exhibit all the thrift, industry, and enterprise of the men who have made Massachusetts what she is, commercially and politically. While well known ports in the United States, formerly famous for the number of their ships, have now scarcely one registered as their own, Yarmouth has gone steadily ahead, until from one vessel of 25 tons owned in 1761, and a tonnage of 10,710 in 1850, her shipping has increased in 1870 to the enormous proportions of 258 vessels, with an aggregate tonnage of 82,147, valued at \$3,500,000. The writer, as a Nova Scotian, feels proud at laying such facts before his readers, illustrating as they do, the enterprise and industry of Nova Scotia in a single branch of trade.

The provinces have always built a large number of vessels for sale, in different parts of the world. Of course the number fluctuates, but taking the year 1863, when that business was especially lively, there were 628 vessels built in British America, of which the aggregate tonnage was no less than 230,312 tons, or only 3,000 tons less than were built in the United States during the year preceding the civil war. Now in the year of which I have spoken, ships representing an aggregate value of \$9,000,000, were sold by the people of these provinces. If we add that amount to the value of the report of our Fisheries during that year, we have about \$17,000,000 as one year's foreign exports of our ship-building and fishing interests.

Nor is the fine commercial fleet of British America, composed of merely sailing vessels, for leaving out of the question the lake or coasting steamers, it includes a line of superior ocean steamers. The Montreal Ocean Steamship Company comprises, not only 16 fine steamers, but 20 sailing ships of an aggregate of 20,000 tons. This Company is only exceeded by the Cunard and the West India Royal Mail Company—the Inman line being about equal. At the commencement, this Company was exceedingly unfortunate and lost a number of fine vessels, but of late it has been more successful, and the average length of the passage of its steamers compares favourably with that of any other line in existence. The Americans, I may here add, do not own a single line of steamers which trade with England.

THE FUTURE OF OUR COMMERCIAL MARINE.

When we look into the future who can limit the growth of the com-

mercial marine of these countries? The St. Lawrence and Great Lakes afford a natural highway between the West and Europe. The United States do not possess such an admirable avenue of communication for the products of their western country, and are obliged to avail themselves of an extensive system of railways and canals in order to attract the western trade to their seaboard, but these artificial means cannot compete with the St. Lawrence, when its navigation has been improved as it must be ere long. Now away to the north-west, stretches a vast extent of country—the fertile lands of the Saskatchewan, Assiniboine and Red Rivers, which must eventually be the abode of millions and raise wheat and other grain in great abundance. Then there are the great Western States, which discharge their treasures through Chicago, Milwaukee, and other ports on the Lakes, and produce corn in such quantities that, after filling sheds literally miles long, and raising beef and pork to ten times more than they can consume, the farmers have been obliged to use the surplus as fuel. With an enlarged system of Canals, with the opening of the shorter route which a railway or canal between Montreal and Georgian Bay by the way of the Ottawa will afford, the St. Lawrence must successfully compete for the carriage of the enormous trade of the West. When the St. Lawrence enjoys the great bulk of that trade—and it cannot be long deferred, for commercial enterprise moves rapidly in these days, and public opinion is already demanding the improvement of the River—the British American marine will be able to reach dimensions which we cannot limit; for I suppose, with reason, that British Americans will be the carriers of the trade. Then add to this the extension of railways throughout the provinces, and the natural expansion of trade, and what a magnificent commercial vista opens before us!

SOME CONSIDERATIONS RESPECTING OUR POSITION AND PROSPECTS.

The facts I have given in the foregoing pages show beyond question that in one of the most important elements of material strength the provinces of British North America have succeeded in attaining a most creditable position, to which its people can point the attention of the world with natural pride. So far, the people of these countries have proved that they have preserved the qualities which have always distinguished the races from which they have sprung. The large proportion of the inhabitants of the British American Colonies composed of the Anglo-Saxon or Teutonic element—belongs to that race which has given birth to Drake, Frobisher, Gilbert, and a thousand other naval worthies who have carried England's flag wherever her honour, or commerce, or science, or civilization has called them. Then we have the descendants of the first inhabitants of New France—the countrymen of Cartier, of Champlain, of those Normans and Britons, who, by their enterprise and courage, first reclaimed Canada from the illimitable forest. Perhaps there may be a time when these two elements will unite and be absorbed, one into another. "There may be a point," says a British American writer, "when like the rivers Ottawa and St. Lawrence at Montreal, these imaginary streams

shall meet and melt into one another, and whence, gathering strength in their united progress, they shall flow evermore onward in harmony and peace." The coming of that time must be ardently desired by all who hope for the unity and harmony of our Dominion. In the meantime, we can confide in the patriotism and intelligence of our French fellow-citizens to preserve the Union in all its integrity.

The people which now own the valuable property which labour and enterprise have accumulated in the course of fifty or sixty years, are taught a valuable lesson by those who have subdued the wilderness and laid the foundation of prosperous communities on this side of the Atlantic. The history of American civilization is the history of heroic endeavour and manly fortitude. The pioneer in the wilderness has a story to tell of trials and adventures, often as stirring as those of the sailor on the sea, and equally eloquent of endurance and courage. With hopeful hearts, our forefathers have grappled with the forest and sea—ever looking forward to the future,—only recalling the past to shew how obstacles have been overcome. The work that the pioneer has done may not come within the ken of the historian, for it is done in the silence of the wilderness, with no eye to watch his patient courage and heroism, except the eye of Omnipotence. Though the names of the pioneers may be unknown or forgotten, yet their labour has not been in vain, and their best monument is the prosperity of the communities that they founded. The past of British America teaches us what can be done in the future, if we are only true to ourselves and are ready to imitate the example that our predecessors have set us. The foundations of a new nationality in connection with the Parent State to whom we owe so much, have only been laid, and the work has yet to be carried out to its completion. To the over-crowded communities of the old world, where men and women are struggling for the merest necessities of life, goes an appeal from Canada to come over and assist in increasing the wealth and promoting the prosperity of a country, which can give them not merely wealth and happiness but all that power and influence which mental superiority and intellectual vigour deserve. Canada may not have the varied climate and resources of the great Power on her borders, but nevertheless she possesses all those elements which tend to make a people happy and prosperous. Even our climate, rigorous as it is, has its advantages, for it stimulates to action, while history tells us that the peoples who have attained the truest national greatness have come from the North, and have been famous for their enterprise on the ocean. In the veins of our people courses the blood of those Danes and Norsemen who intermingled with the Saxon, and formed at last a nation whose adventure and enterprise on the seas far surpass the achievements of the Sea Kings of old.



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