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HISTORY,

GEOGRAPHY, AND STATISTICS

OF

BRITISH NORTH AMERICA.

~~~~~  
*"Ships, Commerce, and Colonies."*  
~~~~~

BY

ALEX. MONRO, ESQ.,

AUTHOR OF A TREATISE ON LAND SURVEYING; HISTORY, GEOGRAPHY,
AND PRODUCTIONS OF NOVA SCOTIA, NEW BRUNSWICK, AND
PRINCE EDWARD ISLAND; AND STATISTICS OF
BRITISH NORTH AMERICA, &c., &c.

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ERRATA.

- Page 21—25th line from top, for “with the same,” read “with some.”
- “ 55—last line, for “1864,” read “1860.”
- “ 61—21st line from top, for “650,” read “450.”
- “ 66—28th line from top, for “700,” read “7000.”
- “ “ “ “ for “160,000,” read “760,000.”
- “ 76—2nd line from bottom, for “rigid,” read “rugged.”
- “ 98—9th line from bottom, for “acres,” read “square miles.”
- “ 250—Transpose in column *Denomination* the words “Presbyterian” and “Congregational.”

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P R E F A C E .

IN the following pages the writer has aimed to afford a complete *resumé* of reliable information, relating to the history, geography, productions, and leading attributes of one of the most extensive and important sections of the Colonial Empire of Great Britain. How far he has succeeded, is left to the decision of an intelligent and impartial public.

The rapid sale of a large edition of his STATISTICS, published in 1862, has induced the author to revise that work, and embody much additional information,—historical, geographical, and statistical; also views of the cities and other places in British North America.

And here he gladly avails himself of the opportunity of thanking the heads of the Public Departments in each Province, and other gentlemen, for the official reports and documentary information received.

To the Press, also, he is under many obligations, for the prominent manner in which his works have been brought before the public.

This work, however, though it contains the principal part of the matter of the preceding edition, in smaller type,

has been so amended and enlarged, by the introduction of various matter relating to each of the Provinces of Canada, Nova Scotia, New Brunswick, Newfoundland, Prince Edward Island, British Columbia, and Vancouver Island, and the Hudson Bay Company Territory, that the name "*Statistics*," though of extensive import, does not fully convey the design of these pages; and therefore he has adopted the more comprehensive title,—"*History, Geography, and Statistics*" of British North America.

That the work may be found useful in Schools and other Institutions of education; a reliable text-book to Legislators and officials generally; instructive to the general reader; and a safe guide to emigrants and travellers, is the desire of

ALEX MONRO,

PORT ELGIN, NEW BRUNSWICK,
October, 1864,

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HISTORY

OF

BRITISH NORTH AMERICA.



WHEN and by whom America was first visited is unknown;* that it was peopled at an early period is beyond dispute. Historians inform us that Greenland and other northern parts of it were visited by the Danes, A.D. 770, and by the Scandinavians in the years 985 and 1004. It was not, however, until 1492 that America became known to Europe. In that year Christopher Columbus, a native of Portugal, but commissioned by Spain, visited the Western hemisphere.

This discovery subsequent visitors enlarged, extended, and perfected.

In place of naming this continent Columbia, in honor of its discoverer, a subsequent explorer, Americus Vesputius, a Florentine, has inherited the honor, and time has sanctified the error.

In 1497, England commissioned Sebastian Cabotto or Cabot and others to extend the discoveries of Columbus in America. Cabot arrived on the north-east coast, Labrador. In the following year he visited the same coast; and in 1499 he discovered Newfoundland and other sections of America. About three years after Cabot's voyage, Cortéreal, a Portuguese, visited the same coast. About the same time French and other fishermen commenced taking fish on the grand bank of Newfoundland.

* Authorities consulted:—Garneau's History of Canada, (Bell's translation); Murray on British North America; Aliburton's History of Acadia; and M. Martin's British Colonies.

England claimed North America, on the ground of having discovered it. France commenced at an early period, after its discovery by England, to colonize it, and explore parts of the interior; hence this nation claimed North America, in 1523, partly on the ground of discovery, but principally on the ground of colonization. In the latter year, Verazzani, a Florentine, commissioned by France, sailed from Florida, in the South, to Newfoundland in the North. To this extensive region he gave the name of New France. In 1614, Captain John Smith, of Virginia, traversed the seaboard from Penobscot to Cape Cod, to which coast he gave the name of New England.

HISTORY OF CANADA.

In 1534, Jacques Cartier, under the auspices of France, entered the Gulf of St. Lawrence; and traversed a large extent of its shore-line. The following year he re-visited America and ascended the River St. Lawrence, and visited the Indian villages of Stadacona, now Quebec, and Hochelaga, Montreal. To the mountain in rear of the latter village he gave the name of Royal Mountain, which, by a slight change in orthography, is the present name of Canada's most populous city. Cartier returned to France, and in 1541 re-visited the River St. Lawrence with five vessels laden with emigrants and supplies. He commenced to plant a settlement at Stadacona. The Indian tribes at first were friendly; soon after, however, they became jealous of European encroachments on the soil, which they said was given to them by the Great Spirit. Jealousy soon engendered hostility; when Cartier and his colonists were obliged to embark for France.

As the savages figured prominently in the early history of America, we have devoted a short space, in another part of this work, to an account of them.

In the following year, Roberval arrived from France, on the banks of the River St. Lawrence; he was, like his successors,

invested with vice-regal powers. At this time about 200 colonists of both sexes arrived, nearly one-fourth of whom died in the winter of 1542-1543.

In the latter year, Cartier again arrived in Canada. The name "Canada" was at first given to a part of the country above and below Quebec. It signifies, in the native tongue, clusters of cabins or villages.

After making some inland explorations, the whole party, including the Governor and Cartier, returned to France. In all probability Cartier was the first European who visited the interior of America. He discovered its importance as a fur-producing country. And here we may state, in order to avoid repetition, that the peltry trade was a prominent object with Europeans, during the first two centuries after Cartier's visit. Sometimes the government of France monopolized it; but most generally, it was in the hands of companies, who paid a stipulated annual amount to the government of France, which was expended in the Colony. At the conclusion of the European wars of 1544, Roberval and a number of emigrants again embarked for America, but all were lost on the passage.

In 1583, Sir Humphrey Gilbert visited Newfoundland, and took formal possession of it in England's name. This expedition was attended with disastrous results.

In 1598, La Roche landed 40 men on Sable Island, off the coast of Nova Scotia, and returned to Europe. Seven years after only 12 of these were found alive.

In 1607, De Monts, the founder of Acadia, sent Samuel Champlain, his Lieutenant, and a number of colonists to Stadacona on the St. Lawrence, where they erected a fort and a number of houses. Champlain was invested with legislative, executive, and judicial powers. On arriving he found the Algonquins at war with the Five Nations. Champlain and his colonists rashly joined the former, which involved the French in wars which lasted nearly a century. In 1609, M. Pontgrave arrived with additional emigrants. The French, and their Indian allies continued at war with the Five Nations with varied suc-

cess. Champlain re-visited his native country, and returned to Canada with more colonists; and again, at the recall of De Monts, returned to France. The Five Nations continually harassed the settlers. In 1610, Champlain again visited the River St. Lawrence, where he found the war between the savages so violent that it was difficult to plant settlements, which was his principal aim, or penetrate the country. Between this period and 1616, he made three visits to Canada, during which he planted some settlements and explored a part of the country—visited Lakes Champlain and Nipissing, and ascended the Ottawa nearly to its source.

About this time the ecclesiastical authorities in France endowed a number of conventual institutions in Canada. The island of Montreal was granted to religious orders who erected numerous convents on it. And the traders in fur had erected several factories, where the pelts were prepared for the markets of Europe.

In 1622, the Indian tribes began to estimate the mastering force of civilization, and offer terms of peace.

The intestine wars which existed between the Catholics and Huguenots, in France, gave rise to the proscription of Protestants in the French colonies of America. And the wars now raging between England and France made matters still worse. An English fleet of six ships, commanded by Kertk, arrived at the mouth of the River St. Lawrence, and, after capturing several French vessels, ascended the St. Lawrence in front of Quebec; after some skirmishing, this garrison capitulated in July 1629. Champlain embarked for Europe. Peace, however, between Great Britain and France was proclaimed before Quebec was taken. Kertk, not aware of this, captured a French store ship also.

In 1632, England renounced all claim to New France, which included Canada, Hudson's Bay, Labrador, Nova Scotia, New Brunswick, and a large part of the American States. A treaty was signed to this effect at German-on-Lay. Champlain, re-appointed Governor, arrived at Quebec with a body of soldiers

and emigrants. His principal object was to colonize the country and christianize the savages; he sent among the latter a number of Jesuit missionaries. In 1635, the foundation of a Jesuit college was laid at Quebec. The death of Champlain, which now occurred, was a great blow to the Colony. He had crossed the Atlantic ocean fully a score of times, and had spent thirty years of untiring efforts in equitable diplomacy and christianizing influences in order to give permanence and stability to French power in New France.

At this time the Iroquois, a cruel and savage tribe of the Five nations (six), was waging a war of extermination against the Hurons; the latter, being in alliance with the French, caused the colony much trouble. A new company of French merchants was now formed—surnamed “The Hundred Partners.” This formidable association, however, could do but little, though assisted by the state, to stay the horrid cruelty and vast effusion of blood. The haughty Five Nations had ceased to respect the French flag, and daringly pursued the French settlers to the cannon’s mouth.

Between 1640 and 1659, Montreal, the Hochelaga of the Indians, and Ville Marie or Mariapolis of the French, was occupied by the latter, who built a fort on it.

The European population of Canada at this time did not exceed 200 souls. There was now erected at Quebec, a College, Hospital, and Ursuline Convent; all of which still exist.

The Colonists now received additions to their numbers from France. They began in 1644 for the first time to sow wheat. The Five Nations, who were in alliance with the English, were supplied by the latter with fire arms, which made them more formidable foes. The French colonists could not go far from their cannons without protective arms. The Iroquois divided into bands and made simultaneous attacks on the colonists and their Huron allies. Battles were gained by both sides; and peace frequently made. But through Indian perfidy it seldom lasted long. In 1646, the Five Nations prosecuted the war against the French and their Indian allies in the most relentless

manner, cruelly torturing and murdering all they met with. In 1648 they destroyed the village of St. Joseph, 700 souls; and in the following year they strangled 400 helpless women and children of the Huron tribe; those whom they killed at once were the most fortunate, as the others were tortured in a manner which savages only could do. Other villages, and even the missionaries shared the same fate. Both the hostile tribes were equally cruel; both had alternate successes and defeats; but in a closing combat the Hurons were almost exterminated. Only about 250 of this once numerous tribe remained at the termination of these hostilities. The Iroquois attacked the village of St. John, and massacred or enslaved the inhabitants—600 families.

The Governor of Canada, for want of sufficient force, had to look passively on. During the year 1651 and three succeeding years, all business was suspended, and despair filled every European mind; the land could only be cultivated under the cannon's range. "The Hundred Partners," although they had spent about 1,200,000 livres in the country, now had to cease operations.

The Agniers, a savage tribe of the Five Nations, compelled the Governor at Quebec to deliver up to their brutality the few Hurons who had fled under the guns of this fort for protection. Peace was frequently concluded between the French and savages; but it was generally on such terms as the latter dictated. The wars in Europe prevented the French government from sending out sufficient forces to subdue the savages.

In addition to these troubles, differences arose, in 1662, between Bishop Laval and the Governor, which resulted in the recall of the latter. Dissensions also continued to exist between this Bishop and subsequent governors.

An earthquake occurred in February, 1663, which frightened the people into a sort of religious frenzy; the savages also became afraid that the souls of their ancestors were going to return to the earth, which they lamented, as there would not be enough game in the country for both generations, the present and the departed.

In 1663 the total European population did not exceed 2,500 souls, sparsely distributed over a large extent of country. The savages now sent ambassadors to the Governor asking for peace; but past experience destroyed all faith in their pledges; and it was concluded that the only way of securing a lasting peace, and respect to treaties, was to subjugate them by force of arms.

Between 1626 and 1663, a large part of Canada was divided into seigniories, and appropriated to military officers, merchants, and religious corporations; these again were subdivided into farms of 90 acres, and burthened with enormous taxes.

It was not until 1854 that the feudal system was abolished by statutory law; when a tribunal was established for regulating the relations of seigniorial landlords and their tenants.

These seigniors had large powers—civil and even criminal jurisdiction. The total number of fiefs or feudal estates in 1854 was 220, possessed by 160 seigniors, and about 72,000 renters. The area thus occupied was 12,828,503 acres, about one-half of which was rented. The country was divided into three districts—Montreal, Three Rivers, and Quebec, and a Governor located in each; the Governor-General, however, remained at Quebec. In the Governor, Intendant, Bishop, and head military officers were centred all power—legislative, executive, and judicial. In 1651, a judge was appointed over all criminal matters in the colony, called a "Grand Seneschal." In consequence of abuse of power, this system was remodelled, and a "Sovereign Council" appointed, which consisted of the Governor-General, Intendant, Bishop, Attorney-General, and a number of Councillors (5), afterwards 12. Various courts were constituted. In 1717 an admiralty court was established. This system continued till 1760.

The early settlers were easy to govern; the system was equitably and impartially administered, and at little cost. Not so at present, "the glorious uncertainty of the law" arising from conflicting enactments and decisions of judges.

In its ecclesiastical state, the Bishop and clergy were all-

powerful; and the power of the ecclesiastical court was not unfrequently employed in regulating and controlling the civil tribunals. Canada was constituted an apostolical vicarate in 1657, and became an episcopal see in 1674, when Francis De Laval was appointed its first bishop. The Catholic clergy passed from the hands of the Jesuits into those of the secular priesthood in 1659. The "regular clergy" consisted of monastic bodies; while the "secular clergy" that of the Catholic priesthood in general. One-twenty-sixth of the products of the soil was ordered to be paid to the clergy, which is still the case.

Quebec Seminary, now Laval University, was founded by Bishop Laval. In 1714, seventy-five students attended it; now (1864) upwards of three hundred.

Though Canada had at an early period its Seminary, Jesuits' College, Hôtel-Dieu, Quebec; Hôtel-Dieu, Montreal; General Hospital, Ursuline Convent, and Congregation of Notre Dame, it was a century and a half after the colony was founded before the first newspaper was published. The Quebec Gazette was published at Quebec in 1767; it was printed partly in English and partly in French. The peasantry did not pay much attention to education. The Indians still continued to harass the settlements. Shortly after the arrival of M. De Tracy, Governor-General, 24 companies of the Carignan regiment landed at Quebec, and a number of families, with supplies. The Governor took the field in person, at the head of a large body of 600 regulars, 600 militia, and 100 savages, and marched 700 miles into the country of the Iroquois, the only one of the Five Nations at war with the French. A peace was now (1666) made with all the tribes, which lasted eighteen years.

Difficulties arose, as formerly, between the Governor and the Bishop, and also with the West India Company as to the fur trade.

The Carignan regiment settled in the country. Its officers became seigniors and the soldiers renters. Shortly after, 700 emigrants arrived, of whom 300 were soldiers. The European population, previous to this arrival, numbered 3418 souls.

Small-pox and other foreign diseases made great havoc among the Indian tribes.

The English and Dutch merchants of New York began to trade extensively in fur, through the Five Nations, which gave rise to fresh difficulties. The French built a fort at Cataraqui (Kingston), as a protection against the Indians. In 1671, the Indian chiefs entered into a formal treaty with the French, at the foot of Lake Superior, where Ononchio (sovereign) of France was unanimously chosen "Great Father" of the tribes.

The jurisprudence of the country underwent numerous changes between 1677 and 1679; and the peltry trade regulations also underwent some modifications.

The Five Nations now began to reform an alliance with the English, which, with the Jesuits, who exercised much influence over the Canadian people and at the Court in France, gave the local government much trouble. In 1682, the Iroquois were at war with the other tribes; and danger became apparent of the former attacking the French settlements.

The government of Canada sent out exploring parties, who visited Hudson's Bay, Mississippi, and other sections of North America.

In this year a part of Quebec was laid in ashes. A large number of the persecuted Huguenots of France emigrated to America, where they became implacable enemies to France. The English, who were determined to share in the fur trade, now were drawing their alliance closer with the Five Nations. The French government, in consequence of troubles in Europe, were unable to send out armed forces to the American colonies. In the meantime, the Iroquois, after destroying many of the Indian allies of the French, entered into a treaty of peace with the latter, probably to conceal their true intentions. Shortly after, the Iroquois attacked fort St. Louis; they were repelled by the Governor's body-guard stationed there. The Indian confederation assembled in 700 canoes. Peace was again concluded; but, like the former, it was of short duration.

In 1685, six hundred regular troops arrived at Quebec. The

Five Nations, encouraged by the English of New York, were now about to rise *en masse* against the French and their Indian allies. The two latter made formidable preparations to exterminate the Iroquois. But difficulties with the English colonies; respecting the boundaries of Canada, prevented the French attack.

The English entered into a formal treaty with the Five Nations in 1684. In 1687, France sent 800 troops to Canada; which raised its force to 2,000, composed of regulars, militia, and savages. With this force the French entered the Iroquois territory, and scattered the savages for a time; the Indians followed the French in their retreat, and destroyed much life and property; a mode of warfare frequently pursued by the savages. The Five Nations claimed to hold their country direct from God, and were determined to exterminate the French and their Indian allies. On the breaking out of war between the English and French, in 1689, the Iroquois attacked the French settlements on the St. Lawrence. On the night of the 5th of August, 1689, the Iroquois, numbering 1,400 warriors, destroyed Montreal, and cruelly murdered the inhabitants, 200 of whom they burnt alive. Other places suffered a similar fate. A band of French soldiers were taken, and their leader burnt alive before a slow fire. The French now had to contend with the Five Nations and the Anglo-Americans. The Anglo-American colonies were becoming strong, a numerous European population continually arriving. France, on the other hand, at war with Britain, Spain, Holland, Savoy, and the German Empire, was unable to do much for her Canadian possessions. While Canada only numbered 11,000 souls, the Anglo-American colonies had more than doubled this number, exclusive of the Five Nations. In 1701, the population of the old colonies was 262,000; in 1749, it was 986,000 souls.

In the beginning of this war, the French and their Indian allies destroyed several English villages and forts, and captured some vessels. These successes tended to bind the French and their Indian allies more closely. But the Anglo-American

spirit became aroused; the Iroquois acted a counterpart, and destroyed the French villages in return; so that the inhabitants of the latter were not able to sow or plant beyond the range of their guns.

Sir William Phipps appeared before Quebec in 1690, with a squadron of 35 sail, with 2,000 militiamen on board. This attack on Quebec resulted in the loss of about 1,000 of Phipps' men; the fleet departed without injuring the fort. The Canadians suffered much from want. The Iroquois, 1,000 strong, were harassing the French settlements.

To enhance the horrors resulting from these wars, both the English and French paid the savages at a high rate for scalps of enemies. Cruelty and torture in its worst form was now practised by both parties. The Canadians defeated 700 or 800 English near Montreal.

The English and French nations were now (1692) so much engaged in the wars of Europe, that they neglected to send aid to their American colonies. While the Anglo-Americans were busily engaged in reforming their government, the French colonists continued to fortify Quebec and other posts. In the mean time, however, desultory fighting continued, with varied success. The French entered the cantonments of the Iroquois, and burnt their villages, so that this nation became less dangerous.

Peace was proclaimed at Ryswick between England, France, Spain, and Holland. The French in Canada continued to attack the Iroquois. To this the English objected; the latter claimed these savages as their allies and subjects. The French, however, concluded a treaty of peace with all the savage tribes on their borders. The chief of each tribe subscribed, in heraldic symbols: the Onnoñtagues, the *spider*; Gonyogouins, a *calumet*; the Onneyanths, a *forked stick*; the Agniers, a *bear*; the Hurons, a *beaver*; the Abenakis, a *roebuck*; and the Ottawas, a *hare*. In all, thirty-eight deputies from tribes made their heraldic marks, August 4th, 1701. They wore various costumes and fantastic ornaments.

War again broke out in Europe, out of the ascension of Anjou

of France to the Spanish throne. A growing disaffection existed between the Anglo-Americans and the Canadians, which only wanted a plea in order to open hostilities. The former were using every means to alienate the Iroquois from their alliance with the French. The Anglo-Americans were slaughtered in large numbers by the Indian allies of the French. In return for these acts, the Bostonians commenced the subjugation of Acadia.

The French armed force on the St. Lawrence now numbered 4,150, besides 700 sailors and savages.

The English sent a fleet of 88 ships and transports, and an army of 4,000 infantry, to the St. Lawrence. During a storm, eight of the transports were driven ashore, when 884 men perished: one frigate, 36 guns, and transports were lost in the Gulf of St. Lawrence; and the admiral's ship was afterwards blown up at Portsmouth. Thus disastrously ended another attempt to take Quebec. And General Nicholson, who was sent with an army by land to co-operate with the fleet, returned to New York without offering battle. The French had about 100 cannon on the ramparts of Quebec.

The balance of power in Europe, for the nice adjustment of which the war was ostensibly commenced, being adjusted, the treaty of Utrecht (1713) was proclaimed. By this treaty, Hudson's Bay territory, Newfoundland, and Acadia were ceded to Britain; France retaining Canada, and Cape Breton, and some islands in the Gulf of St. Lawrence. The boundaries of Acadia not having been properly defined, difficulties soon arose.

In 1722, Canada was divided into 82 parishes. Their aggregate population was, in 1679, about 10,000 souls; 1697, 12,300; and in 1721, it was 25,000. Of these, 7,000 were in Quebec, and 3,000 in Montreal. The agricultural products raised in 1721 were:

Maize.....	72,000 bushels	Flax	54,600 lbs.
Peas	57,400 "	Hemp	2,100 "
Oats	64,000 "	Tobacco	48,000 "
Rye and barley,	4,500 "	Stock	59,000 hd.

The total quantity of land under tillage was 62,000 acres, of which 12,000 were in grass. The number of men fit to carry arms was 5,104, while the Anglo-American colonies had 60,000 males fit for war.

The boundaries of Acadia continued in dispute; and the Indians committed ravages on the settlers. Four out of the Five Nations now (1726) joined the English colonists. Both the English and French were fortifying strategic places on the lake frontier of Canada, and other parts. Bishop Laval, the first of the six bishops that occupied the see of Quebec, died, when fresh ecclesiastical troubles arose, and continued for years. During the year 1752, some of the colonists of Canada explored the country between the great lakes and the Rocky Mountains.

The population of Canada in 1719 was 22,000, and in 1744, it was 50,000. Its exports in 1714 amounted to 100,000 crowns; and in 1749 it rose to 2,650,000 francs.

In 1677, the fur trade was worth 550,000 francs per annum; in 1754, 1,547,885 livres; and in 1755, it rose to 1,265,650 livres. In 1722, there were 14 fishing stations below Quebec. In 1732, ten vessels, of from 40 to 100 tons each, were built in Canada. Iron smelting was carried on at Three Rivers in 1737, and salt was manufactured in Canada in 1746. Five or six barques annually left Quebec as traders.

In 1721, mails were conveyed between Quebec and Montreal.

Various financial difficulties arose in the colony out of the issues of paper money, and extravagance in the public expenditure. In 1745, war again broke out between England and France.

Louisburg was the principal scene of action. The French fleet destined for America consisted of 11 ships of the line, 30 vessels carrying from 10 to 30 guns each, with transports bearing 3,000 men, under Anville, were nearly all lost in a storm near the coast of France.

The Canadians and savages made, in three years, twenty-seven raids on the Anglo-American settlements; a large number of the inhabitants were massacred; others fled in dismay.

After eight years' war, a treaty of peace was signed, at Aix-la-Chapelle, by England, Holland, and Austria, on one side; and France and Spain on the other. Here ended another war, which had for its object the readjustment of the balance of power in Europe. In this war, France lost nearly all her navy. Cape Breton was restored to France; and the boundaries of Acadia remained in the same unsettled state as they were. After five years of fruitless negotiation in relation to these boundaries, war again became the arbiter, when the savages were let loose on both sides; but ready to join the side that paid them best. Both the hostile parties moved large bodies of soldiers into each other's territory. The Five Nations joined the English. Both England and France made formidable preparations for another war, which both seemed to dread.

The English Admiral Boscawen arrived at Newfoundland with eleven men-of-war. A French fleet was also on the coast. Two of the French ships were captured, with eight companies of soldiers on board. The English also captured about 300 French merchantmen, with about 6,000 sailors on board. At this time the Anglo-American colonies numbered 1,200,000 souls; while the French colonies—Canada, Cape Breton, and Louisiana—only numbered about 80,000 souls.

The Anglo-American exports in 1753 were £1,486,000 sterling; and imports £983,000 sterling.

Canadian exports in the same year were £100,000; and imports £400,000.

The French forces in her North American colonies numbered about 8,000 men, while the English numbered about 15,000. France carried on the war with great success for five years. Much of the fighting occurred in the old colonies. A series of battles were fought on the lake frontier, in which both parties suffered severely.

In 1756, the Marquis de Montcalm arrived in Canada with 1,400 men, and 1,300,000 livres in specie, and a large supply of arms and provisions. He strengthened all the French forts—Quebec, Montreal, Niagara, Frontenac, Duquesne, and Carillon

(Ticonderoga). The English fortified forts Edward and Oswego, on the west of the great lakes. The whole French force in her North American colonies was about 12,000. The English Parliament voted £115,000 in aid of the colonial militia. The whole war forces of the Anglo-American colonies was about 25,000, besides a strong navy on the coast.

Slavery existed in Canada at an early period, although to a very limited extent. The French-Canadians never sought, as a people, to encourage the system. All the statutes authorising slavery were abolished in 1792; although as far down as 1800 some of the citizens of Montreal sought legislative protection as masters over their slaves.

But to return to the state of the war. At Oswego the English lost heavily in men and arms. The savages also continued to make raids on the English settlements, destroying much life and property. The French and their Indian allies were in the ascendancy during the first two years of this relentless war. With 6,000 men they had beaten 12,000, besides taking many of the strongest British posts. Still the French suffered severely through want of food and the ravages of the small-pox. The Imperial Government of France spent annually about 1,000,000 livres in New France. This amount did but little, however, to support the people in arms. The year 1757 found the coffers empty, and discord pervading all classes of the Canadian people. It was not until 1759 that additional forces were sent from France. In this year a French fleet was sent to Louisburg. The British land-forces now numbered 25,000. The latter attempted to take Louisburg, Cape Breton, but failed. The French continued successful in the interior; fort William Henry, 2,372 strong, capitulated. The English loss was 200 killed and wounded; that of the French was 54. The English were allowed to march out with their arms; but were met by the savages in ambush, who took 200 of them to Montreal. 500 returned to the fort, just left, for protection; the French clothed, and protected them from savage cruelty; and about 600 made their escape from the sav-

ages, through frost and snow, to the English fort Edward. The women and children in the fort at the time of its capitulation were used in the most brutal manner. It is said, not half the butchery and barbarism connected with this affair is told. In these successes the French gained largely in guns, ammunition, vessels, and provisions. At the same time the English were capturing nearly all the French ships and supplies destined for Quebec.

The principal cause of Montcalm's success in these campaigns may be attributed to his centralization-system of attacking his foes; while the losses of the Anglo-Americans frequently arose from having small detachments scattered over a large country.

Thus, while France was victorious in America, she lost heavily in Europe.

The Anglo-American army now numbered about 80,000, of which 22,000 were regulars. The English force in the field exceeded the total population of Canada; notwithstanding, the French continued to gain battles over superior numbers. The English General Amherst marched 12,000 men against the French. Generals Abercrombie and Johnston also marched into the French territory with detachments. In an attempt to take fort Carillon, the French entrepot on Lakes Ontario and Champlain, the English, with 15,000 soldiers, were repulsed by the French, 3,000 strong. The latter were led by Montcalm. The French loss was 377 in killed and wounded; the British loss was 2,000. In other border fights the English were repulsed.

Although the English lost heavily in 1758, the fifth year of the war, still forts Frontenac, Duquesne, and others had surrendered to them. As a whole, however, in military glory the French were superior.

At this time, Vaudreuil, the Governor-General of Canada, and Montcalm were at enmity, which tended to disorganize their plans, and in a measure paralyze their efforts. In 1759 the French-Canadian force numbered about 11,000, while that of the Anglo-Americans was 60,000.

Coming events however cast their shadows before. A mighty effort was now about to be made by the English. Each party indeed began to fortify and prepare for a conflict. England in 1759 sent out 20 ships of the line, 10 frigates, 18 smaller vessels of war, with several transports. On board of this fleet were 18,000 sailors and marines. The French forces, about 15,000, were distributed under skilful generals. France's ablest general, Montcalm, was stationed at Quebec. General Wolfe, having signalized himself at the taking of Louisburg, was selected to lead the attack on Quebec. Generals Moncton, Townsend, and Murray accompanied this expedition. The British fleet combined consisted of 20 ships of the line, 20 frigates and smaller vessels, followed by a number of transports. On board were 30,000 soldiers and sailors. General Amherst was appointed to take the land-route from New York, and join Wolfe on the St. Lawrence. When this formidable fleet appeared before Quebec, the French sent seven fire-ships, each 300 to 400 tons, accompanied by fire-rafts, on the fleet; but no damage was done.

The English burnt a large part of the city to ashes, but were not able to destroy the fortifications. They destroyed nearly all the villages and settlements for upwards of 300 miles along the banks of the St. Lawrence. About 1,400 houses were consumed in the rural districts.

The English erected batteries at Point Levi and other places near Quebec. Wolfe disembarked 900 troops with a view of storming the French works; but they were repulsed with a heavy loss,—500 killed and wounded; the French loss was also considerable. General Murray landed with 1,200 men, with a view of joining General Amherst near Lake Champlain; but he was twice repulsed by Bougainville with 1,000 men. After destroying some places in the way, he returned to the fleet without effecting a junction with Amherst. The latter had 12,000 men on the lake frontier, while the French had only 2,300. The latter destroyed their own forts, Carillon and Frederic, and sunk their ships in the lakes, and then retired to Niagara.

But the British force, 6,000 strong, under Johnston, arrived before fort Niagara, when the latter capitulated.

The English were now driving the French before them. The Five Nations, a part of whom had been in alliance with the French, joined the English.

Wolfe, after having reconnoitred the rocky walls of Quebec, sent the principal part of his fleet above this fort as a strategic measure; which induced Montcalm to despatch a large part of his forces in the same direction to watch his movements. During the dark hours of September 13th, 1759, Wolfe sent a large force silently down the river in barges. They landed at Fuller's Cove, now Wolfe's Cove, scaled the rocky heights, and at daylight 8,000 men were ranged in battle array on the Plains of Abraham; the Scotch Highlanders, 1,600 strong, in front. Montcalm, with 4,500 men, hastened to the attack. The English remained quiet until the French came within forty paces of their lines, when volley followed volley in close succession. The French lines broke in confusion. Wolfe fell mortally wounded. At this moment one of Wolfe's men said "They flee!" "Who?" said the dying general. "The French," was the reply. "What! already?" he rejoined, "then I die content," and expired.

During the pursuit, the heroic Montcalm fell mortally wounded. The French Governor now arrived with 1,000 fresh troops, which enabled a large part of the French forces to escape.

The loss in this decisive contest was French 1,500, and 250 prisoners; and of the British, 58 were killed, and 598 wounded. On the 18th September the garrison capitulated.

Thus Canada was permanently secured to England, after having been 225 years in the possession of France. General Murray took command of the English forces, and General Levi that of the French. The French Governor retired to Montreal; and General Levi began to fortify a place on the Jacques Cartier River, 27 miles from Quebec. The English fleet left for Europe. Murray was left at Quebec with 8,200 men. General Amherst was stationed at Carillon, 200 miles from Quebec.

Captain Bryan captured at the mouth of the St. Lawrence a French frigate and sixteen or seventeen other vessels, the principal part of which had been taken from the English. On board were 400 men destined for Canada.. Bryan also destroyed a French village, New Rochelle, at the head of the Bay of Chaleurs.

During the winter, the French made several attacks on Quebec, with a view of retaking it.

In the spring following, an engagement took place between the contending forces, each about 7,000 strong. The English were beaten, leaving the French again masters of the Plains of Abraham. The English retired within their fortifications. Both parties, especially the English, lost heavily. The French prepared for a siege. Both parties were so evenly balanced, that it was uncertain, without one party was reinforced, which, England or France, would hold Quebec. In the meantime the two hostile fleets on the river St. Lawrence had a two hours' conflict; in which the French were beaten. The bombardment of Quebec was also progressing. The French had a large number of guns in position, on which the English were playing with 104 siege-guns. About the close of the second day of the bombardment, an English frigate arrived, when the French forces withdrew to await reinforcements from France. Shortly after, three more vessels of war arrived from Britain. These were joined in a few days by Lord Colville's fleet, making six ships of the line and eight smaller vessels of war.

The French nation was bankrupt, and the Canadians, without sufficient food, money, or war materials, were not in a position to prolong the war. In addition to these embarrassments, about £1,600,000 sterling was owing by France to the officers of the Canadian army, a part of which France agreed to pay by instalments. Murray, with 1,700 men, invested Montreal. This fort capitulated on the 8th of September, 1760. The other forts either capitulated or were reduced to submission. M. de Vaudreuil, the Governor, and de Levis, the commander of the forces, and other officials, with a large number of the French

people, in all about 3,000, embarked for France. About 60,000 or 70,000 remained in the country. Of these, a large number took the oath of allegiance to Britain. Canada now passed finally under the power of Britain.

During the protracted struggles for French power in America, no nation ever effected such vast results with such limited means. The French generals acted skilfully, and their armies fought courageously. France expended about 123½ millions of francs in Canada. At this time France owed the inhabitants of Canada forty-one millions of francs, but little of which was ever paid.

At the close of this war, which lasted seven years, a definitive treaty of peace was signed at Paris in February, 1762, by which France ceded to Britain all her North American possessions, except the small islands of St. Pierre and Miquelon, which she still holds.

The termination of this war left Canada in a deplorable state: the inhabitants demoralized; the country destroyed; Quebec and the other towns in ruins, and all branches of industry completely paralyzed.

The English continued the former territorial divisions of Canada; over each of the three divisions a Governor was appointed. But in consequence of some dissatisfaction among the French Canadians with their English masters, the whole country was kept under martial law for four years. The French, though ignorant of the language of their conquerors, objected to this act, which they denounced as tyrannical; it was, they said, contrary to the stipulations of the treaty of Paris, which guaranteed to them liberty of worship, with various other rights. Many of them returned to France.

The courts of the country were reorganized; supreme and other courts were established, on English principles. All appointments to office were from among the British residents; and the French people were required to swear allegiance, and deliver all arms in their possession to the English authorities. To add to these grievances, all the office holders were Protestants, who only numbered about 500 of the population of Canada, while the French Catholics numbered about 70,000.

This procedure of the English tended to alienate the French people, and create a deep-seated hatred in their minds against English rule.

In 1764 M. Brand was appointed Roman Catholic Bishop; General Murray was appointed Governor-General: the latter called to his assistance a Council, composed of the principal English colonists.

The savages became jealous of English domination, and took possession of several of their posts, and murdered the inhabitants in large numbers. They were routed after much trouble and loss of life.

In the latter year the *Quebec Gazette* was established; one-half its matter was printed in English, and the other in French. Canada now, 1864, publishes 203 newspapers,—shewing a remarkable progress in one century.

The British Government imposed stamp and other duties on her North-American Colonies without the consent of the Colonists, which caused the revolt of thirteen of the Anglo-American Colonies; a war ensued which resulted in the independence of the United States. Canada and the other British North-American Colonies remained passive during the discussion of the Imperial Acts relating to the stamp duty.

In 1775 a code of laws was promulgated in Canada, which combined, with the same modifications, the civil code of France and the criminal laws of England. After the Pope's Bull of 1773, expelling the Jesuits from France and other countries, the English appropriated the Jesuit estates in Canada to other uses. The Council of Canada varied in number from 17 to 23, only eight of whom were Catholics. The Canadian French remained loyal to Britain, although every means were employed to induce them to join the rebellious colonists. The Catholic Bishop of Canada addressed a cyclical letter to his Canadian people, exhorting them to be true to British rule, and repel the invaders. The savages desired to remain neutral, hoping that the European population would weaken or destroy each other so that they would re-possess the country. But ultimately they were induced

to join in the conflict: some joined the Anglo-Americans, others the English. The population of the old Colonies had increased from 262,000 souls in 1700 to 3,000,000 in 1774.

Open hostilities had commenced; the rebels gained several battles on the borders of the lakes. Arnold and Montgomery attacked Quebec with about 1,400 men, but failed to take it; many of their men were disaffected Canadians.

In the old Colonies the English lost heavily, while in Canada and the lake borders they were generally successful.

France, in retaliation upon England for the loss of Canada, offered to assist the rebels. The latter declared their independence on the 4th of July, 1776; and, in consequence of France offering them assistance, England acknowledged their independence September 3, 1783. During the frequent contests both sides lost heavily in men and war materials; and the Iroquois and other savage tribes were nearly annihilated. A large number of the disaffected Canadians removed to the west side of the Great Lakes, while on the other hand about 25,000 loyalists left the old Colonies and settled in Canada and Acadia.

The Canadian Government underwent frequent changes; martial law first; second military sway; civil absolutism third; and fourth an elective system. Under the latter system the House of Assembly of Canada East, numbered fifteen members, and that of Canada West, sixteen; while the Legislative Council of the latter numbered seven; and that of the former fifteen members.

In 1760 the population of Canada was estimated at 60,000; inhabited houses 9,722; cattle 50,309; sheep 27,064; swine, 28,976; horses, 12,757. In 1792 the population was 135,000 souls, of whom 10,000 were in Canada West. Of the whole about 15,000 were of British race. In the latter year about 1,570,000 acres of land were under cultivation.

Having now arrived near the epoch of the introduction of responsible government into Canada, it may not be amiss to glance at the difficulties the French people had to undergo during the last half century;—"war, famine, devastations,

alien subjugation, civil and military despotisms, deprivation of political rights, abolition of their institutions and ancient laws," weighed simultaneously or in turn on these people. Still, they clung to their language, laws, and religion,—these symbols of their former nationality; and subsequently made every effort to retain and perpetuate them as their inalienable right. The English, on the other hand, desired the abolition of the laws, customs, and language of the French Colonists, as the only means of saving the colony as a British dependency.

The exclusion of the French Canadians from office, with but few exceptions, and other grievances, gave rise to animated discussions, and much angry feeling, which ultimately resulted in the open and armed rebellion of a part of the people.

The constitution of Canada underwent frequent changes. The law of 1774 restored the French laws, and put both races on a level as to their political rights. This was opposed by a part of the British-born people, who claimed exclusive powers in the Government of the country.

A parliament was elected in 1792, in which the French were largely in the majority. Foremost on the French side were Messrs. Papineau and Bedard, men of uncommon oratorical powers. All the grievances of the French people were brought fully before the people and the British Parliament. Among the demands of the majority was the right of the people of taxing themselves, and controlling the levying and employment of money for public uses, the right of using the French language in the legislature.

The constitution of 1774 affirmed French civil procedure, guaranteed the free exercise of the Roman Catholic religion, and sanctioned the payment of tithes. It also ensured to them the rights of property, and their laws and customs; preserved their language and their tenures, and gave them representation based on population. This law was repealed by the English Parliament, through the influence brought to bear on that body by the English-speaking part of the Canadian people. Through similar means the repeal of the law of 1799 was secured; this law also secured many rights to the French people.

The Parliament of 1793 entered on its duties; and during a seven months' session only passed six acts. The French party insisted on the Jesuit estates being restored for educational purposes; this the crown refused. The seigniorial lands also gave rise to much angry discussion. The French language was used in the legislature in common with the English, though few could speak the latter.

An English Bishop was stationed at Quebec.

The close of the 18th century found the French people loyal, and Canada peaceable.

In 1803 two Colleges were endowed, one at Quebec, and the other at Montreal. A general system of elementary education was introduced.

In 1804 disputes arose between the Governor, who acted under Imperial instructions, and the Assembly.

The two partisan papers, *Mercury* (English), and *Le Canadien* (French), added animation to the discussions. The people now demanded the independence of the judges who held seats in the Council; which was not granted until 1810. This and other measures were urged as preparatory steps to the introduction of responsible government. The editors of the *Le Canadien* were imprisoned for treason; but were soon released. The Catholic clergy of Canada, 140 priests, continued loyal, as also did the mass of the people; but the diversity of ideas, habits and prejudices, prevented harmony between the two races.

The war of 1812-1813, between the United States and Great Britain was at hand.

England, now at war with France and Spain, each ordered a blockade of the enemy's ports, which prevented foreign nations trading thereto. In retaliation, the United States laid an embargo on the shipping of all nations. During the blockade the English captured a large number of American vessels, while the latter were entering the ports of France, which was the principal cause of the American war. The American Congress declared war June 18, 1812, when hostilities commenced in earnest. The latter raised an army of 175,000 men. The

Canadian French, with a few exceptions, were determined to resist any encroachments upon their soil. The militia was embodied; and the Canadian Parliament voted £60,000 in aid of the defences of the country. The United States felt sure that Canada would be an easy prey to their arms; in this they were mistaken. The Canadians lost sight, for a time, of their own internal troubles, and put forth all their energies to repel the invaders. The year 1812 passed by without any heavy battle being fought on the lake frontier,—the scene of past conflicts. A large number of the savages joined the Canadians.

Governor Brock, of Canada West, with a force of 1,350 men, took Fort Detroit with its 2,000 men and stores. The Americans under Van Ranselaer, landed a large force on the heights of Queenston, where a battle ensued, resulting in the death of General Brock, and the enemy holding his strongly protected position. Reinforcements shortly arrived, when the Americans were driven across the lines with the loss of 1,000 men.

The Canadian Assembly ordered the issue of £500,000 in army bills, in aid of the defences of the colony.

In 1813 a large body of the enemy was killed and taken prisoners near the frontier. The Canadian loss was 500 killed or disabled. At this battle, the savages in spite of all remonstrances treated some of the enemy in the most cruel manner. Shortly after, another battle ensued, in which 500 of the enemy were taken prisoners. General Proctor (English) assembled a force of 4,000, of whom 3,500 were savages led by Tecumseh, their chief.

This formidable force was completely defeated by Harrison on the frontier. The Indian chief was killed. The enemy, under Commodore Perry, took some flotillas on the lakes. The savages lost heavily in all the frontier battles. Several skirmishes or battles of minor importance were fought at other places on the borders of the lakes. Upper Canada was also threatened. Ogdensburg was attacked, and its forces and munitions of war captured, and ships burnt. The enemy, 1,700 strong, took Toronto. Fort George was also attacked. The

English, finding themselves too weak, after a three days' attack by the enemy, blew up the fort, and retired, with a loss of 400, to Queenston. On the way they blew up several of their forts for fear of their falling into the hands of the enemy. The latter followed them and was beaten. The enemy's forces were much greater than those of the Canadians.

The English forces were defeated near Toronto, and had to retire.

The second year of the war ended with few advantages on either side. The enemy was driven from the Lower Province, but gained some advantages in the Upper. During the first year of the war, the English, who were at war with France, lost in shipping; while in the second year the Americans lost heavily by sea. In this year the battle between the Chesapeake and Shannon was fought.

The enemy, under General Wilkinson, descended the St. Lawrence with 9,000 men. A part of this force, 3,000, were defeated by 800 under Colonel Morrison. In one case 400 English drove 7,000 of the enemy under Hampton. Thus a few militia companies caused the retreat from Canada of an army of 15,000 men who had assembled on its borders in 1813, for its conquest.

In the spring of 1814, General Scott crossed the Lakes, into Canada, with 3,000 men, and took fort Erie by surprise. A series of battles ensued; the enemy 5,000 strong were repulsed by the English, with 2,800: each combatant lost about 750 in killed, wounded, and missing. Both commanders, Brown and Scott, were wounded. The latter retired to fort Erie, followed by the English under Drummond, who invested the place, but was afterwards repulsed with the loss of 1,000 men. This was followed by another engagement in which both parties lost heavily and in about equal numbers. The Canadians lost much life and property at Lake Champlain, while they were more successful on Lake Ontario, on which they had a ship that carried about one hundred guns.

In 1814 about 4,000 of Wellington's soldiers arrived at Quebec.

During this war, Great Britain acted more on the defensive than otherwise ; all her forces were required in Europe. The cessation of hostilities in Europe enabled her to send ships and reinforcements to America, by which she blockaded the ports of the Union, and captured a large number of the enemy's ships.

Washington, the Capital, was burnt, and other places in the interior were destroyed. This caused the Union forces to withdraw from Canada. Peace was proclaimed at Ghent, in the kingdom of the Low Countries, February 17, 1815. During this war the exports of the States were reduced from £22,000,000 sterling in 1812, to £1,400,000 in 1814; in the same time its imports fell from £28,000,000 stg. to £3,000,000 stg.; besides a loss of nearly 3,000 vessels. The commerce of England also suffered greatly.

The war now closed, the Canadian Legislature revived the old difficulties and feuds. Between 1793 and 1811, more than three million acres of Crown land had been divided among about 200 government favorites. The members of the Legislative Council were the nominees of the Crown. The Governor refused to acknowledge M. Papineau as president of the Lower House.

The Assembly refused to grant supplies ; but the Executive granted them without the consent of the former. Thus did abuses continue on the part of the government, and dissensions on the part of the Assembly, for many years.

Public meetings were held in different parts of the Colony ; and numerous addresses were sent to Britain ; the Assembly also sent addresses and delegates to the Imperial Government, asking for reforms. "Independence of the judges, and their exclusion from the political business of the province ; responsibility and accountability of public officers ; a greater independence and support from the public revenues, and more intimate connection with colonial interests, in the composition of the Legislative Council ; application of the Jesuits' estates to educational purposes ; the removal of obstructions to land settlements, and a redress of grievances generally." In 1827,

things approached a crisis. The House passed bills which the Council refused to sanction. The Assembly impeached the Governor, Lord Aylmer, before the British parliament for maladministration; the Legislative Council passed counter-addresses denouncing the sentiments of the house. The people also sent petitions and counter-petitions to the Imperial parliament.

At this time the population was about 600,000 souls, 525,000 of whom were of French descent; of the latter only 47 held office, with small salaries; while 157 of British origin were in office, many of whom had large salaries.

The Upper Province also became alive in the matter of political reform.

The petitions from the Lower Province to the British parliament had 60,000 signatures to them. And the elections of 1835 showed returns still more in favor of reforms.

Of the £71,770 shared by the public functionaries in office in 1834, only £13,600 were received by French Canadian officials; leaving £58,170 among those of British origin. This grievance was redressed in the appointments of 1836. None of the French however held departmental offices.

Royal Commissioners were appointed by Great Britain to investigate the state of matters in Canada. They failed to remove the difficulties, and reconcile the parties.

In the meantime W. S. Mackenzie led a party in Western Canada, in favor of the reformers of the Lower Province.

The Commissioners returned home and reported. In the Imperial parliament a number of resolutions passed, reserving intact the Council of Canada as it stood.

The Assembly of Lower Canada had not granted any supplies from 1832 to 1836. The sum of £142,160 was wanted to meet requirements.

The reform party of Lower Canada embodied their grievances in ninety-two resolutions: inflammatory speeches were made, advising the people to adhere to these resolutions. The Reformers also demanded an elective Legislative Council. Matters now assumed a more serious aspect; although the people in the

rural districts remained generally quiet, while those of the cities and towns formed into two antagonistic parties. The reformers armed themselves. The legislative session of 1836 was hastily terminated. The government called for all the military from the Lower Provinces.

Matters now assumed a more grave character than even the leaders of the rebellion anticipated. The Catholic Clergy remonstrated against the people being led to do acts of violence. The Governments of both Canadas armed all loyal Canadians under General Colborne. Numerous arrests were made of leaders in the rebellion. Open rebellion ensued at several places. At St. Denis the loyalists were repulsed. At St. Charles the insurgents were routed with 100 killed, 372 wounded, and 30 taken prisoners. In various other places numerous armed bands were routed. The district of Montreal was put under martial law. At St. Eustache, upwards of 1000 insurgents were in arms; they dispersed, except about 250, the most of whom were killed. A part of the Upper Province was also disturbed by armed bands under Mackenzie; they were soon scattered. Many of those in arms in both provinces belonged to the United States. The Federal government however sent General Scott with a corps to enforce neutrality on the western side of the line.

Thus ended the rebellion of 1837, without the insurgents having gained a single point; but not without having been the instigation of the destruction of many lives and much property.

At the close of the rebellion Lord Durham arrived. He dismissed the Council and formed a new one which was equally unsatisfactory to the majority of the Canadians. He only remained a short time. Sir John Colborne occupied his place. Canada was again threatened by rebels, who were aided by bands from the conterminous States; but all was quelled without bloodshed.

The military tribunals passed sentence of death on 89 persons, 13 of whom were hung; 47 others were condemned to banishment as felons.

The real foundation of all these troubles may be said to arise out of two conflicting nationalities—different in customs, languages, and national predilections. The English were endeavoring to anglicize the French; while the latter were always legislating with a view to the perpetuation of the language, customs, and laws of their fatherland.

As a remedy for these evils, it was proposed to unite the two provinces. To this the Western Province agreed, while the Lower Province sent 40,000 signatures to the British parliament against it. The Eastern Province being out of debt objected to pay any portion of the £1,000,000, owed by that of the West.

The special council, however, of the Lower Province agreed to the union. The Bill passed the British parliament, and Sir Paulett Thompson was appointed Governor-General of the two Provinces in 1839. A joint parliament was organized in 1840, composed of an equal number of representatives from each Province. By the census of 1844, Lower Canada had a population of 697,000 souls; of which 524,000 were of French descent, and 156,000 were British or foreign. Of the whole, 578,000 were Roman Catholics. In 1840 its revenue was £184,000, and expenditure £143,000.

Canada; since the union, has been at peace, and is making great advances in agriculture, commerce, and manufactures. In extent of railways, canals, and other public works, it is not exceeded, according to population, by any other country in the world. Her vast mineral, agricultural, and piscatory capabilities are being rapidly developed.

The Western section, however, is far in advance of Lower Canada, in population and material progress. Consequently, the act providing for the equalization of the representation is thought, by the Western section, to be too circumscribed in its provisions to meet the growing wants of Canada West, which is extending the boundaries of cultivation far into the interior of the country.

The progress in population in each section of the Province, and the conjoint revenues, with other statistics, will be found in other parts of this work, to which the reader is referred.

HISTORY OF ACADIA.

From the meagre records of the past, it is not easy to give a correct narration of the events which transpired in ancient Acadia. Like Canada, the Lower Provinces were first colonized by the French; but, unlike Canada, they frequently changed masters. At every turn in the eventful history of European movements, Acadia became English or French.

Acadia probably included Nova Scotia, New Brunswick, Prince Edward Island, and a part of the State of Maine. Its boundaries however were a matter of dispute between England and France; France limited Acadia to Nova Scotia proper; while England claimed all the Lower Provinces, except Newfoundland, as being within its boundaries.

In 1603 France invested De Monts with vice-regal powers, and sent him to colonize Acadia. He arrived at Rosignol* with four vessels; and after examining the country, traversed the Bay of Fundy, which he named "la Baie Francaise". Champlain, his Lieutenant, discovered the St. Croix River, and the River St. John—the *Ougundy* of the Indians.

After traversing the coast-line of the Bay of Fundy, De Monts sent a part of his fleet, under the command of Champlain, to the St. Lawrence; while he with a part of the vessels continued to explore the countries bordering on the Bay of Fundy. De Monts, with a part of his crew, remained one winter on an island at the mouth of the St. Croix. In the spring he removed to Port Royal, now Annapolis, where he left a part of his men to found a settlement; and returned to Europe for supplies. The settlers, under the direction of Pontvincourt and Lescarbot, made considerable progress. At this place they erected a grist-mill, the first built in the Lower Provinces.

The savages treated the first colonists kindly. In consequence however of dissatisfaction in France, respecting De Monts' con-

* Called so in consequence of being the rendezvous of a French fur trader of this name, whose goods De Monts confiscated. It is now called Liverpool.

duct in America, his commission was revoked. The colonists at Port Royal were consequently left in a destitute state. Pontvincourt returned to France; and again embarked for Port Royal, where he arrived with more emigrants and supplies. Settlements were now formed at La Have and other places in Acadia.

England having claimed Acadia on the ground of discovery, sent a fleet to destroy these settlements. Consequently the colonists were driven to great extremities; some returned to France, others found their way to Canada, while a few took refuge among the savages. During this time France remained passive.

The peltry trade and fisheries were the principal objects that induced either England or France at that time to colonize Acadia.

The English, after destroying the settlements, abandoned the country; and it was not until 1621 that Britain began to colonize Acadia. In that year all Acadia was granted to Sir William Alexander, who named the country Nova Scotia, or New Scotland. So little esteemed at this time was America by Europe, that immense regions of it were granted to an individual or a few individuals for mere nominal considerations. In this way a large part of Canada, all Nova Scotia, and Prince Edward Island, and a part of New Brunswick, were granted.

In 1620 Mr. Richard was nominated British Governor of Acadia and Newfoundland.

In 1623 Sir William Alexander, afterwards Earl of Stirling, attempted to carry out a more enlarged system of colonization in Acadia; but finding the French in possession of it, he abandoned the country.

The English however built some forts and formed some settlements on the island of Cape Breton. The French, in turn, destroyed the English settlements. Both nations now established settlements in Acadia. In those times the erection of forts generally preceded the formation of settlements.

Sir William Alexander sold a part of his possessions on the River St. John to Claud de la Tour. The latter, while in the

service of France, was made a prisoner of by the English. He then joined the English navy; married one of the Queen's maids of honor; and was created a baronet of Nova Scotia. He embarked for the River St. John to take possession of his property. On his arrival, he found his son, who was in the service of France, in command of a fort on this river. He advised his son to abandon the place; this la Tour, jun., positively refused to do; when la Tour the elder rashly attempted to assault the fort; but after repeated efforts, which lasted two days, he was repulsed by his son, and had to abandon the place.

By the treaty of St. Germain's (1632), England ceded Acadia to France. The latter nation divided Acadia into three parts, and placed a governor over each. La Tour the younger was appointed as governor of one of the subdivisions. He also received a grant of all the lands, which his father obtained from Sir William Alexander in 1627. To each of the other governors was granted large tracts of land. Disputes, which ultimately resulted in intestine wars, arose between the governors in Acadia, respecting the boundaries of their respective possessions, and also as to the fur trade. In the meantime, the French routed the English from their fort at Pemaquid (Penobscot), and placed a French garrison in the fort. Charnisey, one of the governors in Acadia, attacked la Tour at St. John; the latter appealed to Massachusetts for aid, and obtained 80 men, which raised his force to 140; with this force he strengthened his fort, and drove Charnisey from his borders.

During la Tour's absence, Charnisey attempted to take this fort by surprise; but Madam de la Tour, an heroic woman, took charge of its defence, and played her husband's part so well, that the besiegers were compelled to retire with the loss of 33 of their number. He re-invested the place, and was twice repelled by Madam la Tour. Through a traitor in the garrison, however, Charnisey was enabled to enter through an unguarded passage; when he compelled this lady, with a halter round her neck, to witness the execution of all her soldiers. This unfortunate lady shortly after fell into a decline, from which she did not recover.

In 1654 England retook all the forts, and destroyed the principal settlements in Acadia. After these events the country remained for some time in a quasi-unappropriated state: in a national point of view, sometimes its possessors acknowledged France, and sometimes England as their nation. Between war, national supineness, and individual selfishness, Acadia made but slow progress.

In 1656 Cromwell granted a large part of it to Sir Thomas Temple, William Crown, and la Tour, conjointly and severally. They carried on an extensive trade in fur and fish.

By the treaty of Breda, in 1667, Acadia was again restored to France. But little was done for some time to colonize the country, or reconstruct its forts. The country was left to the ravages of pirates; one piratical vessel, 110 strong, captured many of its forts. In 1685 its population was only about 900 souls. In 1690 Col. Phipps, with a forty-gun frigate and two armed corvettes, took Port Royal and other forts, and then returned to England, taking Manneval the French governor along with him. Shortly after, two piratical ships arrived on the coast; burnt the principal forts, and killed many of the inhabitants.

By the treaty of Ryswick (1696), Acadia was ceded to France. Another governor from France, M. de Villebon, arrived. The savages, who always figured in the early wars in America, were now eager to satiate a long pent up antipathy they had against the English, by spilling their blood, in their usual cruel manner.

The French repossessed Acadia; the English nation, at this time being busy in humbling Napoleon, left the subjugation of Acadia to the colonists.

The New England states sent an armament of three ships of war, fifteen transports, and thirty barges; and a land force under Col. Church of 550 men, to subdue the Acadians. This force was repulsed at Port Royal, Beaubasin, and other places. After destroying some posts, this expedition returned to Boston.

In 1707 another expedition, consisting of two ships of war, and twenty-three transports, having on board two thousand

men, appeared before Port Royal. After receiving 500 or 600 additional soldiers, another fruitless attack was made upon this fort. The besiegers attempted to assault the place, but were obliged to re-embark in great haste, and with great loss of life. In 1710 New England sent another expedition of fifty vessels, having on board three thousand five hundred armed men, to Port Royal. They invested the place; the governor, Subercase, sustained a bombardment for twenty days, when he capitulated. The garrison, 156 soldiers, were allowed to march out with the honors of war. The total population of Port Royal was 480. The name of the place was changed to Annapolis. A garrison of 450 strong was left in possession. The English government voted £23,000 to defray the cost of this expedition. The French inhabitants being strongly attached to the land of their fathers, their position now became truly lamentable. The country continually passed from one power to that of another; each in turn claimed their allegiance, and on failing to comply, they were made liable to all the wonted penalties of rebellion.

Again, by the treaty of Utrecht in 1713, Acadia along with Newfoundland, was restored to England.

Thus, the war of 1702, which had for its object the accession of a descendant of Louis XIV. to the throne of Spain, ended in the loss of the principal keys to Canada, which also became a British colony in four score years after.

After the capitulation of Port Royal, General Nicholson, the commander of the English forces, was appointed governor of Nova Scotia.

France began to fortify Louisburg on the island of Cape Breton. They re-named this island, and called it "L'Isle-Royal" (Royal Island). Louisburg, its capital, was so named in honor of the French king.

Many of the French in Nova Scotia, being dissatisfied with their English masters, escaped to Louisburg; as also did many of the savages. The fortifications at Louisburg were commenced in 1720, and cost about £1,500,000 sterling. The town

in its palmiest days was about a mile long. Its population reached about 4000 souls. It sent, annually, about twenty-five vessels, each of 70 to 140 tons burthen, laden with fish, lumber, and coal, to the West Indies.

The governor of this island, as well as that of the Isle de St. Jean, now Prince Edward Island, were subject to the Governor General of Canada.

The Indian tribes of the Lower Provinces, being allies of the French, considered no treaty binding on them to which they were not a party, continued to harass the English settlers. And the French at Louisburg stimulated them to acts of cruelty. In 1720 they plundered some mercantile establishments at Canso, and carried off about £20,000 worth of goods. And three years after, they captured, at the same place, seventeen vessels, with many prisoners. In retaliation the English destroyed the chief Indian fort at Kennebeck, and, it is said, cruelly put to death a large number of the savages.

The straits of Canso were called by the French "Passage de Fronsac."

War was again declared by France against England. The French fleet at Louisburg captured several English vessels; and the governor, M. Duquesnal, at Louisburg, destroyed the English forts and settlements at Canso in Acadia, and took many prisoners of war. The French were forty-five years in constructing the fortifications at Louisburg.

These fortifications comprised a stone rampart nearly forty feet high, with embrasures for 148 cannon, had several bastions and strong outworks; and on the land side was a fosse fully four score feet broad. The garrison, as reported afterwards by the French, was composed of 600 regulars and 800 armed inhabitants, commanded by M. Duchambois.

In 1745 the New England Colonies sent 4,000 militiamen under Col. Pepperel. Admiral Warren also arrived from England about the same time, with a few ships of war. Shortly after a few other ships joined his fleet. He captured a French ship of sixty-four guns, having on board 560 soldiers, and a large quantity of supplies for Louisburg.

After having been five times repulsed with a loss of 189 men, the garrison was compelled to surrender. Total population of Louisburg did not exceed 2000 souls. In order to retrieve these reverses and save Canada, France fitted out a powerful naval force, seventy ships, including eleven of the line, with 3000 troops on board. When on its way to Louisburg, a tempest arose which scattered the vessels, insomuch that only a small number of them arrived on the coast of Acadia; and those were so disabled that they returned to France without firing a shot at any of the English forts.

To aid this fleet in the subjugation of British North America, 600 Canadians were sent from Quebec; they arrived at Beaubasin. About 400 of them were sent to destroy Port Royal; after some fighting they abandoned the enterprise, and returned to Beaubasin.

France dispatched another formidable fleet of thirty-eight sail, which on its passage to America was met by an English fleet, and in a hotly contested engagement, defeated with great loss.

In 1748 peace was proclaimed, and by the treaty of Aix-la-Chapelle, Cape Breton was again restored to France.

The French, under de la Corn, erected a fort at the head of Beaubasin, which they called Beausejour, now fort Cumberland. They erected another at Bay Verte, afterwards called fort Moncton. Many of the French left Nova Scotia in consequence of their disaffection to the English, and entered these forts for protection; the English threatening to expatriate them for disloyalty. In the meantime about 3000 passed into Prince Edward Island. Some removed to Quebec, and others to Madawaska on the River St. John.

In 1749, not less than 3760 colonists arrived at Halifax, the Chebucto of the Indians, now changed to the former name in honor of its patron, Lord Halifax.

The government of Acadia, both legislative and executive, was centred in the governor, Hon. Edward Cornwallis, and a council of six. The Indians continued a desultory warfare against the English settlers, destroying much life and property.

Thus harassed, they found it difficult to make progress in colonization; although England had at various times assisted them with money, which in 1755 amounted in the aggregate to £415,584.

Troubles arose as to the boundaries of Nova Scotia; the French contended that it was bounded by the isthmus, as at present, and therefore built forts in what is now New Brunswick. The French garrison at Beausejour contained 400 men in arms under M. de Verger. After four days siege this fort capitulated. That at Bay Verte did the same on the arrival of Col. Moncton's force. The French people left Nova Scotia for Bay Chaleurs, Miramichi, and other places in large numbers; about 7000 remained. The Acadians had enclosed large tracts of the marsh lands at the head of Beaubasin by dykes; they had about 60,000 head of horned cattle.

But the most deplorable act in these eventful times was the deportation of the Acadians and the confiscation of their property, by the English. The stern and inexorable rigors of war often cause sad results.

On the 10th September, 1755, the Acadians were all summoned to meet at certain places in their respective villages to hear the King's proclamation respecting themselves. Parents and children, husbands and wives were now separated from each other, and sent in vessels to other countries. The principal part of them were scattered along the seaboard between Boston and Carolina, in a destitute state. The other colonists treated them kindly, and ministered to their wants. However justifiable this act may have appeared to its perpetrators of a century ago, to us it appears harsh and cruel in the extreme.

War was again declared between England and France. The latter had fortified Louisburg, which had, in 1756, no less than 1,100 troops within its walls. The English captured a French frigate near Cape Breton, with 600 troops on board for Louisburg. Lord Loudon arrived off Louisburg with 6,000 regular troops, embarked in ninety vessels; this force was joined by Admiral Holbourn's fleet, on board of which were 5,000

British soldiers. In the meantime a French fleet of seventeen ships of the line and three frigates arrived at Louisburg, under Admiral D. de la Motte.

The garrison of Louisburg now numbered 6,000 regulars, 3,000 militia, and 1,200 savages—in all 10,200. Finding so formidable a force, the English retired without offering battle.

After receiving additional forces, the English again appeared before Louisburg; but a violent storm arose which dismasted eleven vessels, drove one ashore, and disabled the rest. Thus ended two formidable attempts to destroy Louisburg. The French, not prescient however of the power now preparing by the English for the destruction of her strongholds in America, withdrew a large part of their forces from Louisburg.

On the second of June, 1758, Admiral Boscawen appeared before this fort with twenty-four ships of the line, eighteen frigates, and a number of transports, having on board a large siege train, also 14,000 troops under General Amherst. The French garrison numbered about 2,700 troops, 600 of whom were militiamen.

The French had five ships of the line, and an equal number of frigates in the harbor. The chief strength of the place lay in the difficulty of an enemy's disembarking to attack it, and in the facility with which the entrance to the harbor could be barred against him. The English attempted to land in three divisions, one under General Wolfe—the hero of Quebec, the others under Generals Lawrence and Whitmore. The French fleet was afraid to go to sea for fear of being captured by the English fleet in front of the harbor. The French force, including disembarked sailors, numbered about 7000 men; the English, including sailors, had three times that number. The French sunk four vessels at the entrance to the harbor to prevent the English fleet entering it.

After much trouble and loss of life the troops effected a landing. Wolfe, at the head of 3000 troops, got possession of some of the enemy's fortified places. Some heights were gained from where the English projectiles played upon the town with

great effect; the fleet also brought its guns to bear upon the town. A shell from an English ship set fire to a 74-gun ship in the harbor; the fire extended to two other vessels of war; all three were consumed. Of the two remaining line of battle ships, one was captured and the other burnt. The defence of the place was spirited and well conducted. But finding the fleet destroyed and taken, the batteries disorganized, the guns nearly all dismounted, the garrison reduced to less than 1000 soldiers and sailors, and fearing an assault by the English, the garrison capitulated July second, after a two months' siege. This conquest, which was the prelude to the fall of Quebec, cost the British about 400 lives. The English demolished the fortifications at Louisburg for fear of them falling into the hands of the French. Thus, this stronghold which had stood two heavy sieges, and was the rendezvous of numerous large fleets, was now blotted out. The other forts, erected principally by the French, in the Lower Provinces, were Port Royal, Halifax, Pisiquid, Windsor, Cumberland, called Beausejour in honor of M. de Beausejour, its commander, Lawrence, Moncton, St. John, Gimseg, Oromocto, Miramichi, Bay Chaleurs, Cape Sable, LaHave, Canso, and one on Prince Edward Island. After the fall of Louisburg, the fort on the latter place capitulated.

Shortly after Quebec fell, France ceded to Great Britain, by the treaty of Paris, 1763, Canada and the Lower Provinces. Nova Scotia, New Brunswick, Cape Breton and Prince Edward Island, were placed under one government. The number of French in Nova Scotia now numbered about 2,100, besides 4000 on Prince Edward Island.

After the restoration of peace a strong current of emigration flowed to these lower countries. 1,453 German emigrants settled at Lunenburg; 780 arrived from Great Britain.

In 1758 a representative Assembly of 22 members was granted to Nova Scotia. In 1761 a treaty of peace was concluded with Arginault, chief of the Monguash tribe of Indians. After the "great talk," at which both the legislative bodies, and other public officers were present, the hatchet was buried, and instead

of Louis of France, George the III. was owned as the great father of his tribe. The political constitution underwent many changes and modifications more satisfactory to the people. In 1770 Prince Edward Island obtained a separate government.

During the hostilities between the mother country and the old colonies, which commenced in 1775, Acadia again became the scene of conflict. Some disaffection arose in some parts of Nova Scotia; but the mass of the people remained loyal, and raised several companies of militia. The rebels from the old colonies induced a number of the Indians to join them. Some forts were burnt, and settlements destroyed. The war terminated in 1783, when the independence of the old colonies was acknowledged as the United States of America. The population of Nova Scotia was about 14,000, being about 5,000 less than it was before the deportation of the Acadians. This act of deportation was now seriously regretted. About 20,000 loyalists landed from the old colonies; about 5,000 of whom settled on the river St. John and other places in New Brunswick. In 1779 the savages assembled in large numbers on the River St. John, with a view of murdering the inhabitants; but they were conciliated by presents. Subsequently they made a similar attempt at Miramichi, but through the timely arrival of a sloop of war, the inhabitants were saved.

These were the last attempts at an Indian outbreak.

Nova Scotia was divided in 1784, and New Brunswick and Cape Breton, were each erected into a separate Province. At this date, the population of Nova Scotia proper, was estimated at 30,000 souls.

At this epoch in the history of Acadia, the events that transpired in Nova Scotia, New Brunswick, and Prince Edward Island, form separate chapters.

NOVA SCOTIA.

Windsor Academy, now a College, was erected in 1788. Prince Edward, Duke of Kent, and father to Queen Victoria, made Halifax his residence for several years. This event, with

that of the protracted war with France, which broke out in 1793, along with the American war of 1812-14, when Halifax became the rendezvous of the English fleet, gave to this city a naval appearance, and added to its material progress. In 1769 the first newspaper, the Weekly Gazette, was published in this city. In 1785, a monthly line of packets was established between England and Halifax. Two years after, Nova Scotia was erected into an Episcopal diocese. The year following the latter event, the House of Assembly impeached the Judges of the Supreme Court, for improper administration in office. In 1802 a Royal Charter was granted to King's College, Windsor; and in 1813 a grant of 20,000 acres of land was made to this institution. During the war with the American States, Nova Scotia organized her militia, and appropriated a large part of her revenue to assist in defending the country. Dalhousie College was incorporated in 1820. In this year, Cape Breton was re-annexed to Nova Scotia. In 1828 a large part of the coal mines of the Province was granted to the Duke of York, by Royal Charter, for sixty years.

Discussions continued to exist for many years, between the governor and the House of Assembly, in relation to the constitution of the Executive and Legislative Councils, which, up to 1837, were combined. During the rebellion in Canada, now commenced, the other Lower Provinces remained loyal, and proffered assistance in suppressing this outbreak. In 1839, angry discussions arose in the Legislature of Nova Scotia, as to the constitution of the Executive Council, which resulted in the establishment of responsible government, in 1848. The material progress of the Province will be best understood by a perusal of the statistical department of this work.

NEW BRUNSWICK.

This section of Acadia was constituted a Province in 1784; and in the following year, a governor was appointed, and a legislative body elected. Fredericton, formerly called St. Ann's, was constituted its political capital. At this time there were

only about twelve families of Acadian French, between Nova Scotia and Miramichi. A few families, who fled from Nova Scotia, settled at Madawaska, on the River St. John; and at the Bay Chaleurs. In October, 1825, a great fire originated near Miramichi, and spread over one-third of the Province; it destroyed 160 persons, 875 head of cattle, 595 buildings, and a large part of the best forest timber in New Brunswick. The property destroyed was valued at £228,000. Of this sum, £43,067 was subscribed in Great Britain and the United States, towards the relief of the sufferers.

Disputes arose in 1839 between New Brunswick and the State of Maine, as to their common boundary; when the latter made preparations to invade this Province. New Brunswick appropriated its whole revenue, and Nova Scotia, £100,000, and 8,000 men in defence of this Province. Through the exertions of the Governor of New Brunswick, Sir John Harvey, actual hostilities were avoided. The boundary matter was finally adjusted in 1842.

In 1828 King's College, now the University of New Brunswick, was established by Royal Charter. In 1834 about 500,000 acres of land was granted to a company.

In 1837 the casual and territorial revenues were surrendered to the Province, on its granting the annual sum of £14,500 as a civil list. In 1854 a treaty of Reciprocity was entered into between the United States and the British North American Provinces.

PRINCE EDWARD ISLAND.

After the fall of Louisburg in 1758, this Island was attached to the government of Nova Scotia. In 1770 it was formed into a separate government.

In 1660 it was granted by the French to Captain Sève Doublet, who held it for about forty years, when England became possessed of it, and pursued a similar mode of disposing of this Island. It was divided into sixty-seven townships or lots, of 20,000 acres each, except lot sixty-six, which contained only

about 6,000 acres; and the whole granted to about 100 individuals, officers of the army and navy, members of Parliament, and merchants. This allotment has been productive of serious evils to the colony. It has cost much legislation, and several appeals to the Imperial government. The matter is still unsettled. An absentee ownership was thus in effect established on the Island; the condition of residence has been fulfilled in but few instances; and this, while it has had some good effects, has produced much evil.

The first House of Assembly of eighteen members met in 1773. Like those of the other colonies when first established, the Legislative and Executive Councils were then one body, appointed by the Imperial government. Two years after, the same civil constitution was granted to this colony as existed in the other colonies. The population in 1797 was 4,500 souls. At the beginning of the present century the name of this island was changed from the Island of St. John to that of Prince Edward Island, in honor of his Royal Highness Prince Edward, Duke of Kent. Its population was about 5000, including that of Charlottetown, its capital, which was about 250. In 1803 about 800 emigrants arrived from Scotland.

Difficulties arose between the governor and Assembly; which continued for several years. In 1839 the Executive and Legislative Councils were separated. In 1851 responsible government was granted on condition that the colony would pay the salaries of its public officers. Subsequent events refer to the settlement of the land question and the general progress of the country.

HISTORY OF NEWFOUNDLAND.

This Island was discovered by John Cabot in 1497. He named it Baccaloas, the Indian title for cod-fish. Newfoundland was distinguished at an early day, as it still is, for its fisheries. The Portuguese commenced fishing on its coasts as early

as 1502: and in 1517, this nation, with those of France and Spain, had upwards of forty vessels engaged in fishing on its coasts; and the French alone, in 1578, had no fewer than 150 vessels fishing on the coasts of this Island. It was not until 1540 that the English participated in this profitable employment.

While Britain claimed Newfoundland on the ground of having been its discoverer, she did not take formal possession until 1583, when Sir Humphrey Gilbert entered its harbor with four vessels, and raised his standard on its rocky shores in England's name. He found its principal harbors occupied by foreign merchantmen, who disputed his right to claim the island for Britain. He however convened the British merchants, at the harbor of St. Johns, to whom he read his commission, authorizing him to organize a government.

During a storm one of his vessels was wrecked, and out of 116 souls on board only fourteen were saved. The other three departed for England; when on the passage, Sir Humphrey's own vessel, with all on board, including the founder of colonial government in Newfoundland, was lost during a violent storm. The other two vessels arrived in England. Several attempts were made by the English during the succeeding forty years, to colonize Newfoundland, with but little success. The French men of war frequently made the ports of this island their rendezvous, to the annoyance of the English settlers. In 1626 the French settled around Placentia Bay, which led to disturbance. France continued from 1634 to 1675 to pay a tribute to England rather than relinquish the fisheries. The English, in 1633, formed a government in the colony. In 1654 about fifteen different settlements existed, containing about 400 families. In 1696 the town of St. Johns and all the other settlements, with the exception of Bonavista and Carbonnière, were destroyed by a French fleet. For eight years after the declaration of war of 1702, an unceasing conflict was carried on, sometimes in favor of the English and at others of the French. Forts were built by each nation, at the most strategic places.

France appointed a governor and organized a government at Plaisance, on this island. In 1704 the French governor, M. de Subercase, took all the forts, except Carbonnière; they were rebuilt by the English, and again destroyed by the French in 1709, with the exception of fort Carbonnière which withstood their attacks. The English sent Sir John Leake with a squadron; he dispersed the French, and took twenty-nine of their vessels as prizes. In 1728 the English reorganized a government in the colony, by appointing Captain H. Osborne its governor. Courts were established. An unsuccessful attempt was made to conciliate the savages, who were harassing and destroying the settlers.

Immediately after the departure of the English fleet in 1762, a French fleet arrived on the coast, and took possession of St. Johns and other places. In the same year, Lord Colville arrived with an English fleet, and dispossessed the French. The treaty of Paris in 1763, proclaimed peace. In this year the coast of Labrador was annexed to Newfoundland. The population of the colony was about 13,000. Newfoundland suffered much, particularly in a commercial aspect, during the rebellion of the old colonies. After some time and much loss of life, a treaty of amity was concluded with the Indians.

At the close of the war the French and Americans were admitted to a participation in the fisheries of this Island. France was allowed the privilege of fishing and drying fish, on the shore from Cape St. John along the western shore to Cape Ray. On this coast, France now claims the *exclusive* right, which is opposed by this colony, and questioned by the Imperial government. In 1796, a French fleet of nine sail of the line and some frigates destroyed the town at the Bay of Bulls. In 1808, Labrador, which had been annexed to Canada, was now re-annexed to Newfoundland; and in 1811 courts were held there. The American war of 1812-1814 was very injurious to the commerce of Newfoundland. By the treaty of Paris, the French privileges to fish and dry fish on the western coast were confirmed. In 1816 a large part of St. Johns was destroyed by fire; in 1817,

200 houses were destroyed ; and in 1832, ninety-seven buildings were consumed. These conflagrations caused much suffering.

In the latter year the Colony was divided into nine electoral districts, and a representative assembly granted. In 1843 the house was amalgamated with the council ; in 1847 it reverted to its former constitution. In 1846 St. Johns was almost totally destroyed by fire. Matters of subsequent years relate principally to the fisheries, the great source of the colony's wealth. Our statistical tables will show the progress made in this department.

HUDSON BAY TERRITORY, INCLUDING VANCOUVER ISLAND AND BRITISH COLUMBIA.

The historical events connected with this immense country, though not much varied, are not unimportant. The search for a north-west passage to India had been the means of discovering Hudson Bay. Sebastian Cabot visited this Bay in 1517 ; other English adventurers followed in his track. Little however was known of this land-locked sea until 1610, when Henry Hudson traversed it. Among the early voyagers to Hudson Bay were Sir Thomas Button, in 1612 ; Bileth or Bylot, in 1615, accompanied by Baffin—a mariner of distinction ; Luke Fox, in 1631 ; in the latter year also by Captain James ; Jean Bourdon, in 1656. In 1668 it was visited by Gillam, under the patronage of Prince Rupert. Several of these maritime expeditions wintered in these regions, where they suffered severely from cold and hunger.

In 1672, two Canadians—St. Simon and La Couture—travelled from Canada, by land, to Hudson Bay. These explorations resulted in the establishment of companies, whose object was to purchase the valuable furs from the natives. In 1598 France laid claim to the Hudson Bay territory, as part of New France ; and in 1628 granted a charter to a company known as the “ Hundred Associators,” to trade in furs. This company had its

head quarters at Quebec. An English company—the Hudson Bay—was incorporated by Royal Charter in 1670. Its capital was £10,500. Shortly after (1681), another company, of twenty-three persons,—the North-west Fur Company—established itself in this region; its capital, in 1788, was £40,000; in 1800 it was £120,000. These companies became hostile to each other. By the treaty of Utrecht, the whole of Hudson Bay Territory was made over by France to England. The Hudson Bay and North-west Companies united in 1821. Their united capital in this year was £200,000. In 1850 it was composed of two hundred and thirty-two merchants, with a capital of £400,000. This company's charter, which had been frequently renewed, expired in 1859. A new company was formed, in 1863, with a large capital. The products of the fur trade have been immense. Although the English Company lost in consequence of the war with France, £118,000 sterling, between 1662 and 1668, it was able in 1684 to pay a dividend to the shareholders of 50 per cent. It has now fifty-one stations.

The American fur trade, which centres at St. Louis and St. Pauls, on the Mississippi river, is worth about \$300,000 per annum.

The Company's power seems, by their charter, to have extended from Canada to the Arctic Regions, and from Labrador to the Pacific; embracing an area of about 4,000,000 of square miles. In return for this monopoly, the Company was to explore the country, and afford geographical information, and colonize the parts fit for settlement.

The great value of the peltry trade may be estimated from the determination on the part of France to retain the country.

The English, in 1677, erected three forts on Hudson Bay for the protection of their factories. One of them—fort Rupert—had a large number of mounted guns; fort Monsonis had 14, and the third—fort Ste. Anne—was mounted with 43 pieces of cannon. Fort Bourbon was built by the French in 1681. This fort, with furs in store to the value of 400,000 francs, was delivered to the English through their ambassador at the court of

France, in compensation for English property destroyed by the latter. These forts however, with the exception of fort Bourbon, were all taken by a French squadron in 1685. One of them—fort Ste. Anne—had fur in store to the value of 50,000 crowns. In 1690 the English were in possession of the forts and settlements on the Hudson Bay. In 1694 a French fleet entered this Bay, and defeated three English men-of-war, and retook all the forts. The French, now masters of Canada and this vast region of country, monopolized the fur trade. The English in their turn, repossessed the country and engrossed the trade. In the years 1721, 1741, and 1746, the English sent expeditions to Hudson Bay, and other parts of the interior.

The animals most esteemed for their fur were the beaver, martin, red and black fox, bear, wolf, musquash, buffalo, ermine, wolverine, badger, swan, raccoon, fisher, lynx, land otter and sea otter. During the English and French wars in this section of America, a vast amount of human blood was spilt, accompanied by torture by the savages.

The next public object was to penetrate the interior of America in the direction of the Rocky Mountains. The first exploration in this direction was in 1743, by two French Canadians—Messrs. Verendrye. After spending several years, at a cost of 40,000 livres, they arrived in this year at the Rocky Mountains. They erected several forts on their way, and took possession of the country in the name of France. Another party from Canada reached this mountain region in 1752, where they erected a fort—Jonquière. In 1792 Vancouver surveyed the Pacific coast of British North America. In 1803 David Thompson crossed the Rocky Mountains; and in 1808 Simon Fraser crossed the same country. In 1813 the Earl of Selkirk established a colony at Red River—between lake Superior and the Rocky Mountains. This colony suffered severely from the hostility of the savages, who inhabit this country in large numbers.

The Pacific coast of this extensive domain, Vancouver Island and British Columbia, were organized into a colony in 1858. A representative constitution has been granted. The vast

stores of gold scattered over the face of this new formed province are being made available ; and the country is progressing rapidly in the development of its vast natural resources.

THE ABORIGINES OF NORTH AMERICA.

The American continent, at the time of its discovery by Europeans, was inhabited by numerous nomadic tribes of the human family. They belong to eight great families or nations, known as the Algonquins, Hurons, Cherokees, Sioux, Uchées, Catawbas, Natchez, and Mobiles. Each family had its particular allotment of territory. They differed from each other in language and customs. Ignorant of the art of writing, except by hieroglyphic marks rudely made; without intellectual enlightenment or civilization; and with but few ideas and real wants; a comparatively limited number of words answered for the purpose of communicating their desires. It is probable, however, that all their languages sprang from one mother tongue. These families were subdivided into numerous tribes, each of which spoke a dialect of the family to which it originally belonged.

The country from which these people emigrated, and the time of their departure, are great social questions still unanswered in the history of mankind. The Indians have no history of themselves; and traditions verbally handed down are unreliable. The traditions of savages do not go far back without becoming vague and confused. The most probable conjecture is, that they originally came from Kamschatka in Asia, across Behring's Straits, fifty miles, to this continent. The dissimilarity in appearance between the northern and southern tribes, which some think militates against an emigration from the north, may arise out of the difference of food and climate that exists in the two sections of America, north and south.

In religion, the Indians were all Pagans; socially warlike, cruel, and treacherous. Physically, they were generally tall

and slender; not strong, but active in the chase, with senses exquisitely keen. Each tribe was distinguished by some kind of heraldic symbol, representing some animal peculiar to the country. The very name of war impressed them with feelings of joy. Previous to the introduction of fire-arms among them, the bow and arrow, tomahawk, and scalping knife, were their principal weapons. Hostilities between the tribes were common; frequently arising out of one party encroaching upon the hunting grounds of the other. Any encroachments on tribal boundaries was a sufficient plea for war. Each party generally conducted the war with a view to the extermination of the enemy. War was determined on at a general council held among the males, who were aroused by "great talk" and harangues by the leading warriors of the tribe. Their approaches to the enemy were made in the most stealthy manner. When ready to attack, they raised the war-whoop, and at once proceeded to kill, scalp, and take prisoners. After the battle was over, they immediately retired from the canton of the enemy to that of their own, to torture their prisoners, which they did in the most cruel manner. The tortured endured their sufferings, which often continued for days, with heroic courage; believing that such sufferings and courage fitted them to enter into the company of their ancestors of the other world. Some however were held as captives to replace those lost in battle.

When a party desired peace, it sent some of its chiefs to the head quarters of the enemy, taking with them a particular kind of smoking pipe, called by Europeans "the calumet of peace". If peace was determined on, each chief smoked out of this pipe, blowing the smoke all round, inviting the surrounding elements of the world to sanction their act; a reddened hatchet was then buried, symbolical of the oblivion of past hostility; which was followed by an exchange of presents.

That portion of this aggregation of uncivilized men inhabiting British North America, were the Hurons, who resided on the margins of the great lakes; adjoining this family were the Algonquins. The other great families resided in the United

States. The Hurons are variously named Ouendats, Yendats, Yendots, and Wyandots; some of the other families and tribes had various names.

Canada was occupied by tribes belonging to different families; the Sokakis, a mongrel race, resided on the River St. Lawrence; the Montagnais, Bersiamites, and Hedgehogs, on the Saguenay River and its lakes; a tribe of the Algonquin family occupied Montreal Island; and the Ouataouais or Ottawas, resided on the River Ottawa. The Eries and the Andastes were exterminated by their more powerful neighbors. The most powerful branch of the Indian family adjoining the waters of the River St. Lawrence, was the Agonnouionni confederation; better known as the Iroquois or Five (now Six) nations.

The tribes of the Five Nations were known by the English as Mohawks, Oneidas, Onondagues, Cayugas, and Senecas; the French called them respectively Agniers, Onneoyuths, Onontaues, Aniegue, and Tsonnonthouans. The Five Nations were once very powerful; they nearly exterminated the Hurons and other tribes; and figured conspicuously in all the wars of America. They, in 1684, embarked to assault Fort St. Louis, in 700 canoes. The Nipissings and Miamis, small tribes, resided on the margin of Lake Superior. The Souriquois or Micmacs, a tribe of the Algonquin family, reside in the Lower Provinces. There were three other tribes, residents around the head waters of the River St. John, New Brunswick, the Abenakis, the Etchemins, and the Milicetes, who all spoke dialects of the Algonquin. Of the latter tribe, a small remnant still reside on the borders of the lakes of the Upper St. John. The Monguash tribe inhabited Nova Scotia. During the early history of Canada, several southern tribes emigrated northward, and either exterminated, or drove some of the northern tribes further north, and occupied their places.

It is impossible to give a precise estimate of the number of the native populations of North America in Cartier's time. Their number was not probably so great as many were led to suppose. Indeed the numbers depending upon the chase for a living, have never, in any country, been large. The savages had no knowledge

of their own numbers; a thousand persons with them was a great multitude, beyond the power of definite numbering.

F. X. Garneau, Esq., in his history of Canada, (Bell's translation) estimates their numbers as follows:—

The Algonquin family.....	90,000
“ Hurons and Iroquois together.....	17,000
“ Mobiles.....	50,000
“ Cherokees.....	12,000
“ Natchez.....	4,000
“ Sioux.....	3,000
“ Catawbas.....	3,000
“ Uchéés.....	1,000
	Total.... 180,000

The Micmacs of Acadia, whose number is included in the above estimate, numbered, in the early history of the country, about 4,000 souls. The Indian population being scattered over so large a country, do not seem to have been numerous in any one place. The Five Nations, who only numbered about 2,200 warriors in 1660, conquered the whole Indian tribes, from Hudson Bay to Carolina. In 1737 the Canadian government reported to the Court of France, that the native tribes situated between Quebec and Louisiana could not exceed in the aggregate more than 16,000 warriors.

Many of the tribes are now extinct, or united with others. The last of the native tribe of Newfoundland disappeared about thirty years ago. Several philanthropic attempts have been made by the government and people of this island, to court the friendship of this tribe, and prevent its extinction; but without any good result. Their numbers in Canada and the Lower Provinces, were in 1851 and 1861, as follows:—

	1851.	1861.
Canada.....	20,000	12,717
New Brunswick.....	1,116	625
Nova Scotia.....	1,056	1,407
Prince Edward Island.....	300	305
Newfoundland.....	—	200
	Total	15,254

It is now doubtful if the whole Indian population of British North America exceed in number that of the present population of Prince Edward Island.

The Indians are fast losing the ancient traditions of their races—a fatal symptom in aboriginal life, of expiring vitality; they have also lost their native spirit of independence. The broken and scattered clans are disappearing tribe by tribe, before the face of civilization; the harmless and comparative few that now wander among the settled communities of the North American colonies, are hanging in hopeless dependence upon a population whose customs, language, and laws, are foreign to them.

Some of the Indians have fallen into the paths of vice, which not unfrequently accompanies the march of civilization; but few of them become elevated in the moral, social, and intellectual scale. Through small-pox, and other foreign diseases, their numbers are continually becoming less. In some parts of the country, Indian graves are the only memorials of their being.

Each of the provinces have set apart large tracts of land for their use; and other means are used to assist them in their growing wants.

There are several tribes of Indians, inhabiting the country lying between Canada and the shores of the Pacific Ocean and Arctic regions. The aggregate number of Indians inhabiting this large section of America has been variously estimated at 40,000, and even as high as 125,000. To them, however, have recently been added, by emigration, a large increase from the Dacotah territory, in the United States.

This family, known as Sioux, more properly Dacotah Indians, which signifies “united people” now numbers about 50,000. They embrace seven allied bands, entirely different from the Algonquin family. The American government allotted them a large tract of land; from which they have been driven farther into the interior, to make room for the “pale faces”; against this act they have repeatedly remonstrated, to the Court at Washington, without redress. Consequently, in 1857 and 1862

they determined to take revenge for the wrongs they had suffered. They massacred a large number of the intruders on their soil; for this act they were driven from their country by military force, and all their claims upon the Union have been extinguished. In this extremity a portion of them have left Dacotah, and penetrated British territory, at Red River, where they declare their intention to remain.

The other tribes occupying the interior of British North America, are known as Salteaux, Crees, Nistoneaux, and Chippewas. The latter tribe and the Dacotahs have been enemies for two centuries. The Dacotah territory lies between Lake Superior and the Missouri River. It is feared their present disrespect for tribal boundaries may lead to hostilities between them and the Chippewas. The Hudson Bay Company, however, which has always managed to rule the Indians by kind treatment, may still do so and avert hostilities.

Another tribe of the Indian family, the Esquimaux, occupy the coast of Labrador, where the Moravians have established numerous mission stations for their conversion.

VISIT OF HIS ROYAL HIGHNESS THE PRINCE OF WALES TO AMERICA.

The year 1860 will long be remembered as the year in which His Royal Highness the Prince of Wales, heir apparent to the throne of Great Britain, made a vice-regal visit to the British North American Colonies.

The suite of His Royal Highness was composed of His Grace the Duke of Newcastle, Secretary for the Colonies; the Earl of St. Germain, Stewart to the Queen's Household; Major-General Bruce, Governor to the Prince; Dr. Ackland, the Prince's Physician; and Mr. Englehart, Private Secretary to the Duke of Newcastle.

The Prince and suite embarked from England, July 10th, 1864,

in the *Hero*, a flag-ship of 91 guns, accompanied by the frigate *Ariadne*.

The squadron arrived at the city of *St. Johns*, the capital of Newfoundland, on the 20th of July, 1860, after a passage of ten days.

The arrival was announced by telegraph to all the principal places of North America ; when the cities of British North America announced the event by firing simultaneous salutes.

At *St. Johns* the fleet was met by the *Sesostris*, a French man-of-war ; but not in the attitude of a century before, when the fleets of England and France met on these coasts in deadly conflict. A French man-of-war entered the ports of Halifax, Charlottetown, and Quebec, in advance of the Prince's fleet ; and in each of those places performed that maritime etiquette and respect which nations in alliance like England and France, are desirous of doing to each other, especially on such occasions, as that under which a small part of their maritime power then met.

As the ships entered the harbor of *St. Johns*, the batteries played their part, to which the fleet responded ; the *Sesostris* also fired shot for shot, and manned her yards.

As there was much similarity in the displays and decorations in each British North American city entered by the Prince, it may suffice to say that the principal streets in each city, especially those along which the Prince and suite passed, were spanned by arches, on which were inscribed various appropriate mottoes, tastefully arranged. In some cases the bowers and other displays of the forest trees and their varied foliage added to the beauty of the scenery.

The City Municipalities presented addresses, to which suitable replies were made. Ecclesiastical and other bodies also presented addresses, and received appropriate replies. In a word, each city made the best display it could ; decorations, illuminations, levees, military and other processions, regattas, &c.

The inhabitants in the countries and towns, surrounding the cities, assembled in thousands to pay respect to their future Sovereign.

Even the scattered clans of the once numerous and powerful Indian families, assembled to pay respect to the Representative of British Royalty.

The Royal Squadron left St. Johns on the 26th, and on the 30th, arrived in the harbor of Old Chebucto, now HALIFAX. Here the Hero, Ariadne and Flying Fish, were joined by Admiral Milne's ships the Nile, and Cossack, Valorous and other ships of war on this station. When within the Harbor, the Citadel and other batteries greeted the "Prince of a lofty line," to which the fleet responded in tones of approbation.

The associations connected with the city of Halifax of sixty years in the past, were calculated to recall the historical fact to the Prince's mind, of this city having been the residence of Prince Edward Duke of Kent, father of Her Majesty Queen Victoria. During the Prince's stay, several memorials of the Duke were pointed out to the Prince. On retiring from the command of the troops in Nova Scotia, the Duke of Kent was presented with a star which cost the Province of Nova Scotia 500 guineas.

After spending three days in Halifax, the Prince and suite departed by railroad to *Windsor*, a neat town on the Avon river; here he embarked on board the war ship *Styx*, for the city of St. JOHN, New Brunswick, where he arrived on the 2nd of August. At St. John four thousand children sang the National Anthem, and strewed the Prince's path with flowers.

On the 4th His Royal Highness ascended the river St. John, in the steamer *Forest Queen*, for FREDERICTON, the political capital of New Brunswick. He remained here until the 7th, when he returned to the city of Halifax *via* St. John and Windsor. He left Halifax by railroad for Truro, where he remained a few hours, and continued his journey by coach to Pictou, on the straits of Northumberland. Here he embarked on board the Hero, and in company with the Ariadne, Flying Fish, and Valorous, crossed the Straits, and entered CHARLOTTETOWN, the capital of Prince Edward Island, on the 9th of August.

On arriving in front of this town, the Pomona, a French man-

of-war was ready to receive the Prince's fleet with salutes from the cannon's mouth, and yards manned. In the evening all the men-of-war in the harbor were illuminated ; and they also filled the air around with rockets. These illuminations, with those of the town, gave to the surrounding scenery a beautiful aspect.

His Royal Highness embarked on the 11th for Canada. The fleet arrived at Gaspé on the 14th August. The squadron ascended the Saguenay river, past Cape Eternity—45 miles. The scenery bordering this river is romantic. The following day was spent in fishing. On the 18th the squadron appeared before QUEBEC.

What a contrast does history recall ! Just three centuries and a quarter before the Prince's visit, Cartier ascended the St. Lawrence and entered Quebec, the Stadacona of the Indians, who were then masters of the country. At the beginning of the last century of this time, a British fleet appeared before the rocky heights of Quebec ; not as the messenger of peace and good-will, as was the object of the Prince's visit, but as an enemy, to establish British supremacy over one half of North America.

At Quebec, the Prince of Wales was met by both Houses of the Canadian Parliament ; Lord Lyons, the British Minister at Washington ; the Prussian Minister at Washington ; a number of British and Foreign Consuls ; the Roman Catholic Bishops of Canada ; some of the Anglican Bishops, and many gentlemen of rank from the adjoining States. In addition to the greetings of so many distinguished persons, the batteries and the fleet filled the air with their sounds. The Prince, in passing the Ste. Foy Road, where the Indians fought their last battle against the English, was saluted by a large body of the Huron tribe with a tremendous war-whoop.

The illuminations in the evening surpassed all such displays in America. The addresses were couched in the most loyal terms. The Prince's reply to the address of the Parliament was read in both the English and French languages. At the conclusion of this part of the formalities the Prince conferred the order of Knighthood on the Speakers of both Houses of

Parliament. The Prince visited the Falls of Montmorency, Laval University, the Citadel, and other places of note in and around Quebec.

On the 23rd of August, the Prince left Quebec for MONTREAL. He called at the City of Three Rivers in the evening, and received the address of the Corporation. In consequence of the death by drowning of the Governor General's son a short time before at that place, there were no demonstrations at this city.

The Prince arrived at Montreal on the 24th. The addresses and replies were delivered in both languages. The Victoria Bridge and Provincial Exhibition were both formally opened. During his stay at Montreal, the Prince visited *St. Hyacinthe*, *Sherbrooke*, and *Lachine*. At the latter town he was escorted by a body of the Iroquois dressed in their ancient costume. At the beautiful island of Dorval came off a canoe race by the Hudson Bay Company. The Prince and suite left on the 31st for the city of OTTAWA.

Here, he laid the cornerstone of the new House of Parliament for United Canada, visited the Chaudière Falls; and ascended the River Ottawa to Arnprior, forty miles above the city, 127 from its junction with the St. Lawrence. He visited *Brockville* by railroad; here he had a view of the Lake of the Thousand Isles. On the 3rd of September he left Ottawa for KINGSTON.

Here a grand reception was to be given in connection with Orange customs and demonstrations. But as Imperial Legislation has recently declared all such demonstrations illegal, the Duke of Newcastle refused to advise the Prince to land from the steamer. Consequently he passed on to *Belleville*, where, also, preparations were made on a grand scale; but the same difficulties arose as in Kingston. The Prince landed at *Cobourg* and *Belleville* where he was well received.

On the 7th September he visited TORONTO, where His Royal Highness was received in a style equal to that of Quebec or Montreal.

On the 10th he left Toronto for Collingwood on the Georgian Bay, and returned to Toronto; and finally left the latter city

on the 13th by the Grand Trunk Railway for LONDON. This route—125 miles—is through the richest and best settled portion of Western Canada. The Prince called at *Petersburg* on the way. The latter town is settled principally by Germans, who presented an address worded in the language of the Prince's forefathers, to which the Prince replied in the same tongue.

At the city of London no pains were spared to make the reception equal to that given by the other cities of Canada.

The Prince and suite left London on the 15th, and on the following day arrived at *Sarnia* on the River St. Clair.

After receiving and replying to addresses, the Chief of the Ojibeway Indians addressed his "Great Brother" in the eloquence peculiar to the Indian races. After replying, the Prince distributed numerous presents among the Indians; and then proceeded to *Niagara Falls*; made short stops on the way, at *Woodstock*, *Paris*, and *Brantford*. Among all the places visited by His Royal Highness and suite, none presented so attracting a sight as these Falls. At night 200 Bengal lights were hung under the rocky cliffs; which gave to the scene a brilliancy and magical grandeur beyond the power of words to portray. The lamps were hung in rows under and behind the water beneath Clifton House, under Table Rock, and in every other position which could add splendor to the scene. But all the grandeur and beauty of the scene seemed as nothing compared to the effect produced when the lights were changed from white to red. The boiling mass seemed turned to blood in color, giving to the whole the appearance of boiling blood. On the following day, the Prince examined the Falls from all accessible positions. He also witnessed the adventurous little Frenchman Blondin perform his acrobatic tour on a rope stretched across this yawning gulf.

On the 17th, the Prince arrived at *Queenston*. The reception here was excellent. Queenston is among the hallowed places in Canadian history. Here the Prince laid the crowning stone on the new monument to the memory of Sir Isaac Brock, which is 195 feet in height. From the top of this monument grand scenery is beheld.

The Prince visited the towns of *Niagara* and *St. Catherines*, and on the 18th arrived at the city of HAMILTON.

Here the reception was on a scale similar to that in the other cities of Canada. On the 20th he opened the Crystal Palace.

From this city the Prince and suite departed for the United States. On the way he visited *Windsor*, a small Canadian town situated on the banks of the Detroit river, and in the midst of a French population.

The Prince's reception in the United States was all that could be desired.

The following tabulated statement shows the places and times of departure and arrival, with the number of statute miles travelled from place to place:—

<i>Leave.</i>	<i>Arrive at.</i>	<i>Miles.</i>
July 10, Plymouth, Eng.....	July 20, St. John's, N. F... —	
" 26, St. John's, N. F.....	" 30, Halifax, N. S.....	900
Aug. 2, Halifax.....	Aug. 2, St. John, N. B....	120
" 4, St. John, N. B.....	" 4, Fredericton.....	84
" 7, Fredericton.....	" 7, Charl'town, P.E.I.	330
" 11, Charlottetown.....	" 12, Gaspé.....	200
" 13, Gaspé.....	" 18, Quebec.....	650
" 20, Quebec.....	" 20, Chaudière Falls and back.....	30
" 23, Quebec.....	" 24, Montreal.....	170
" 29, Montreal.....	Caughnawaga and back.....	50
" 30, Montreal.....	Sherbrooke and bk	180
" 31, Montreal.....	Sept. 1, Ottawa.....	180
Sep. 3, Ottawa.....	" 4, Kingston.....	101
" 6, Kingston.....	" 6, Cobourg.....	90
" 7, Belleville.....	" 7, Belleville.....	70
" 7, Cobourg.....	" 7, Toronto.....	70
" 10, Toronto.....	" 10, Collingw'd and bk	190
" 13, Toronto.....	" 13, London.....	125
" 15, London.....	" 16, Chippewa.....	126
" 17, Chippewa.....	" 17, Queenston.....	10

Sept. 18, Queenston	Sept. 18, Hamilton	25
“ 20, Hamilton	“ 20, Detroit, Mich.	150
“ 21, Detroit	“ 21, Chicago, Ill.	284
“ 22, Chicago	“ 22, Dwight	70
“ 25, Dwight	“ 25, Steward's Grove and back	30
“ 27, Dwight	“ 27, St. Louis, Mo.	212
“ 29, St. Louis	“ 29, Cincinnati, O.	340
Oct. 2, Cincinnati	Oct. 2, Harrisburg, Pa.	615
“ 3, Harrisburg	“ 3, Wash'gton <i>via</i> Bal- timore	123
“ 5, Washington	“ 5, Mount Vernon & bk	34
“ 6, Washington	“ 6, Richmond, Va.	130
“ 8, Richmond	“ 8, Baltimore, Md.	150
“ 9, Baltimore	“ 9, Philadelphia	98
“ 11, Philadelphia	“ 11, New York	90
“ 15, New York	“ 15, West Point	51
“ 16, West Point	“ 16, Albany	99
“ 17, Albany	“ 17, Boston, Mass.	200
“ 20, Boston	“ 20, Portland, Me.	187
“ 20, Portland for England		—

Total distance travelled 5,302

In the above recapitulation some of the places visited have been omitted. In one month after the Prince's arrival in British North America he was in the capital of Canada; at the end of the second he left for the United States; and at the end of the third month he departed for England. Thus, in the short space of three months, he travelled 5,302 miles—showing what perseverance and punctuality will do, even by the Prince of Wales, who has been brought up luxuriantly in the palace of British Royalty. This is an example which men of business may follow with profit.

RECAPITULATION—HISTORICAL MEMORANDA.

America discovered by Columbus.....	1492
Further discoveries by Cabot.....	1497
St. Lawrence discovered by Cartier.....	1534
Cartier arrived at Newfoundland.....	1540
Sir Humphrey Gilbert visited Newfoundland.....	1583
La Roche landed 40 men at Sable Island.....	1598
Demonts claimed part of America for France.....	1604
Quebec founded by Champlain.....	1607
Newfoundland obtained by settlement.....	1608
Quebec surrendered to Kertch.....	1629
College built at Quebec.....	1635
Montreal founded.....	1642
Wheat first sown in Canada.....	1644
Earthquake in Canada.....	1663
Peace with the Indians.....	1671
The inhabitants of Montreal murdered by Indians.....	1689
Sir W. Phipps appeared before Quebec.....	1690
Treaty of Utrecht.....	1713
Mails first conveyed between Quebec and Montreal.....	1721
Wolfe took Quebec.....	1759
Canada, &c., ceded to Britain.....	1763
Quebec Gazette established.....	1767
The old Colonies rebelled.....	1774
Montgomery killed before Quebec.....	1775
The old Colonies (United States) declared their independence.....	1776
United States independence acknowledged.....	1783
25,000 loyalists entered the British Provinces.....	1783
Nova Scotia divided, and New Brunswick constituted... ..	1784
Canada divided.....	1791
War with the United States.....	1812—1814
Battle of Lake Champlain.....	1814
Peace in Europe.....	1815

Great fire in New Brunswick.....	1825
First Railway in Canada.....	1836
Rebellion in Canada.....	1837
Union of the Canadas.....	1840
First Parliament in United Canada.....	1841
Prince of Wales arrived in America (July 23).....	1860
The Prince of Wales left America (Oct. 21).....	1860

GEOGRAPHY

OF

BRITISH NORTH AMERICA.

PROGRESS OF BRITISH NORTH AMERICA.

The Colonial Empire of Great Britain has recently assumed very large proportions. Its aggregate population, exclusive of India, is 11,000,000 souls; the amount of its annual imports and exports is £60,000,000 sterling; its imports from the mother country alone is £50,000,000, being nearly one third of the total exports of Great Britain and Ireland to all other countries. Of its exports, three-fifths go to Great Britain.

Many of the colonies have risen, within the last century, from mere settlements; ruled by an administrative department in England, to commonwealths, possessing native legislatures and elective governments. Their growth in population, trade and material wealth, has but few parallels. In this vast colonial domain

BRITISH NORTH AMERICA

Occupies a prominent place. It is 3,000 miles in length,—from the Atlantic Ocean to the Pacific, and 1,600 miles in breadth; and contains 4,000,000 square miles. It is one third in size of the American continent. It is larger than the States, Federal and Confederate, of America; or all Europe. Its population, exclusive of Indians, is 4,000,000 souls. The imports of the Atlantic Provinces of British North America rose within the last thirty years from \$17,000,000 to \$70,000,000, and exports, exclusive of vessels sold, from \$12,000,000 to \$50,000,000. And the tonnage of vessels annually entering its ports has doubled within the last quarter of

a century. Its population increased from 1,200,000 in 1832 to 4,000,000 in 1864.

A century ago the civilized population of British North America did not exceed 100,000 souls, while double that number of savages prowled its almost unbroken forests. At that time its topographical nomenclature was confined to names given to the most prominent places and waters, principally by the uncultivated aborigines; now most all parts of this extensive region are known by appropriate names. A century ago Canada, although the headquarters of New France,—of French Colonial Empire, during the previous two centuries and a quarter, only had a population of about 70,000 souls; about one thousand of whom resided in its western section; now the population of Western Canada alone is nearly one and a half millions, and that of Canada East upwards of a million of souls. A century ago only sixty-seven vessels, measuring 5,600 tons in the aggregate, entered the harbor of Quebec, the only shipping port, at that time, on the River St. Lawrence; and about the same amount of tonnage entered the ports of Acadia. Now, 2,200 vessels, measuring 920,000 tons, annually ascend the St. Lawrence; besides on the great lakes of the interior, then traversed by 700 Indian canoes, there are more than 2,000 steamers and other vessels. Now, 14,000 vessels, measuring in the total nearly two millions and a half tons, annually enter the Atlantic and interior ports of British North America. One hundred years ago, less than a score of small vessels constituted the British North American fleet; now, it owns 700 vessels, measuring in the aggregate 160,000 tons.

Socially, the change has also been great; even the Indian clans, broken, it is true, are now as highly civilized as are many of the natives of China or India of the present day. A century ago the number of pupils attending school in all British North America did not exceed in number those now attending the schools of Prince Edward Island; in 1864, eleven hundred educational institutions are disseminating the blessings of education to 650,000 pupils.

A century ago a dozen isolated spots, with a total population of not more than 20,000 souls, marked the progress of ancient Acadia ; now three important and progressive colonies, with an aggregate population of 675,000 souls, exist within its ancient precincts. In one century the population of Newfoundland rose from 5000 to 130,000 souls ; and the value of its fisheries rose from \$1,000,000 to \$4,000,000.

And the present united status of these colonies bears a favorable comparison with that of some of the respectable nations of Europe at recent periods in their history. The population of British North America in 1864 is equal to that of England and Wales in 1570 ; Ireland a century ago ; greater than that of Scotland at any period in its history. It is nearly equal to that of the kingdoms of Belgium, Bavaria, Norway, Portugal, Hanover, Wurtemberg, Denmark, Saxony, Greece, the Republic of Switzerland, or the Pontifical States, in 1861.

And the tonnage trading with its ports exceeds that of Great Britain, in 1815 ; France, in 1849 ; double that of Turkey, Austria, Prussia, Russia, or Norway and Sweden, and treble that of Sardinia in 1852. And Spain, once mistress of the seas, only had a third more tonnage trading with its ports in 1851, than British North America had in 1863. These Provinces built half as much tonnage, and had half as much engaged in its trade in 1863, as the whole American Union had in 1850.

The united revenues of these colonies exceed those of either Portugal, Denmark, Sweden, Bavaria, or Saxony. In railroad extent, British North America exceeds the aggregate of Russia, Rome, Denmark, Norway, Sweden, Holland, Portugal, Turkey, Switzerland, Egypt, and Brazil. And in the extent of telegraph wire it exceeds the aggregate of many of the nations of Europe. This status has not been won in British North America without a struggle—a struggle for possession, existence, dominion ; a struggle in changing the wilderness into productive fields ; and a struggle for free institutions and self-government.

Each pioneer of the wilderness, having followed "the music of his own axe," and hewn out a home for himself and family,

has transmitted the fields he has won from the unbroken forest, to posterity, which is not always too thankful for the boon. It is the aggregations of the fields thus won, that form the long lines of settlements which everywhere traverse these Provinces.

The slow, but steady process of changing the wilderness into fruitful fields, still goes on. But how few comparatively are the hardships endured by the present pioneers to those endured by the pioneers of a hundred years ago. Now the borders of the forests are skirted by wealthy settlements, towns, and cities: and every navigable sheet of water is traversed by vessels, and the wilderness pierced by roads. A century ago the settlers had to make their own paths to their scattered homes.

At the present time a continual intercourse is maintained with transmarine countries; a steady current of emigration flows to these shores, bringing with it the improvements and conventionalities of other countries.

The reader, through the foregoing summary, and the details given in the following pages, will be enabled to estimate the progress, past and present, of these colonies. And we think, from the facts presented, the vast extent, agricultural capabilities, mineral and piscatory resources, it must be obvious, that if the tranquillity and progress of the past descends to the future, even a quarter of a century hence may find these colonies united, and eclipsing, in prosperity, many of the nations of Europe.

BOUNDARIES.—British North America is bounded southerly by the Atlantic Ocean and the States of America (Lat. 49°); westerly by the Pacific Ocean and Russian America; northerly by the Arctic Ocean and Baffin's Bay; and easterly by Davis' Straits and the Atlantic Ocean; extending $41^{\circ} 50'$ to 71° North latitude and from $52^{\circ} 50'$ to 141° West longitude. Its greatest length, from the Atlantic frontier of Nova Scotia to the Pacific Ocean at Vancouver Island is 3,000 miles; and greatest breadth, 1,600 miles. Of its area 2,600,000 square miles is land, a large part of which lies within the north temperate zone. It has an aggregate seaboard, accessible to ships at all seasons of the year, of 1,200 miles, besides 4,300 miles open for shorter periods.

SUBDIVISIONS OF BRITISH NORTH AMERICA.

CANADA.—This Province lies on both sides of the River St. Lawrence and east of the Great Lakes, which divide it from the United States.

NEW BRUNSWICK lies on the south side of the Peninsula of Gaspé, Lower Canada.

NOVA SCOTIA is situated between New Brunswick and the Atlantic Ocean.

PRINCE EDWARD ISLAND lies in the Gulf of St. Lawrence, and is divided from Nova Scotia and New Brunswick by the Straits of Northumberland.

NEWFOUNDLAND lies between the Gulf of St. Lawrence and the Atlantic Ocean.

LABRADOR lies north of the Gulf of St. Lawrence and the Straits of Belle Isle, and east of Lower Canada. It is under the government of Newfoundland.

BRITISH COLUMBIA and VANCOUVER ISLAND lie on the Pacific-side of the Continent.

HUDSON BAY TERRITORY.—This immense region lies between Canada, British Columbia, and the Arctic regions.

GENERAL DESCRIPTION.—*External Waters.*—These colonies and territories have a seaboard, including the space between Nova Scotia and Newfoundland (50 miles), on the southeast, of 700 miles, open to navigation at all seasons of the year; and easterly on the Atlantic, of 1,200 miles navigable from three to four months in the year;—making 1,900 miles on the Atlantic Ocean. Davis Straits, Baffin's Bay, and Barrow Strait, have an aggregate front of 1,800 miles, navigable for a few weeks only in the year. A seaboard of 1,300 miles on the Arctic Ocean, a frozen coast, and 500 miles on the Pacific, a large extent of which is navigable at all seasons of the year;—making a total of 5,500 miles, exclusive of the indentations of the coast.

Inland Seas.—Within this vast area lies Hudson Bay, in the north, extending 900 miles northeasterly, and 500 westerly.

The Gulf of St. Lawrence, in the south, extends from Canada southerly to the Atlantic Ocean, 300 miles, and 250 miles from east to west, from Canada to Newfoundland; it has a three-fold outlet into the Atlantic Ocean,—one by the Strait of Belle Isle, north of Newfoundland; one between Nova Scotia and Newfoundland; and a third between Nova Scotia Proper and Cape Breton, by the Strait of Canso. The third great tract of waters is the fresh water lakes of Canada, which cover, in the aggregate, an area of upwards of 100,000 square miles.

Rivers.—The great rivers of British North America are, the St. Lawrence, Mackenzie, and Saskatchewan. Of these the St. Lawrence is the principal. It is 756 miles in length, and, including the great lakes and their connecting rivers, it is 2,200 miles from the Gulf of St. Lawrence to the head of Lake Superior. It varies in width from three quarters of a mile, at Quebec, to ninety miles at its mouth. Its principal tributaries are, the Saguenay, St. Maurice, and Ottawa; the former penetrates northern Canada for 400 miles, and drains 26,000 square miles.

The St. Maurice intersects the same section of country for about 500 miles, and drains 40,000 square miles; and the Ottawa penetrates northwestern Canada for about 800 miles, and, with the aggregation of its tributaries, forms an extent of about 3,700 miles, and drains about 80,000 square miles.

The Mackenzie River, including Great Slave Lake, with its tributary, Athabaska River, is upwards of 2,000 miles long; it is navigable for 1,200 miles, and discharges its waters, by several mouths, into the Arctic Ocean, its western outlet being in lat. $68^{\circ} 49' N.$, and lon. $135^{\circ} 37' W.$ The River Saskatchewan, including Lake Winnipeg, is 1,600 miles in length, and, like the Mackenzie, takes its rise on the eastern slope of the Rocky Mountains. The Saskatchewan discharges into Hudson Bay, and is navigable for steamers for two-thirds of its entire length. The smaller rivers of British North America might be counted by hundreds; of these the Fraser, and Stickeen, on the Pacific side of the continent, are the principal. The former is 900 miles long, and takes its rise near the western slope of the Rocky

Mountains ; with the Thompson, and other tributaries it drains the far famed gold fields of British Columbia, and discharges into the Gulf of Georgia, opposite Vancouver Island. The Stickeen River is about 500 miles long, and discharges into the Pacific Ocean 160 miles north of Fort Simpson ; it is navigable for steamers for 150 miles. The bed of this river, as also that of the Fraser, is auriferous. Between the Fraser and the Stickeen, numerous rivers, varying in length from 100 to 400 miles, penetrate the country.

Newfoundland has no rivers of any magnitude. The interior is dotted with a large number of lakes or ponds which in the aggregate cover one third of its surface. Small streams run from lake to lake, and discharge into the numerous deep-water harbors that line its coast.

Nova Scotia, New Brunswick, and Prince Edward Island are traversed by a large number of rivers. Those of New Brunswick vary in length from twenty to—, those of the Miramichi, 220 ; Restigouche, 200 ; and St. John, 450 miles. The latter, besides draining one third of this Province, traverses a part of Canada and the State of Maine.

The rivers of Nova Scotia and Prince Edward Island may be counted by hundreds ; but from the peculiar configuration of these colonies, none of them are very extensive.

Mountains, Plateaus, and Valleys.—In North America, there are two great valleys, separated by a range of mountains known as the "Rocky Mountains," which extend from the Isthmus of Panama, in the south, to the Arctic Ocean. The country, easterly and westerly of this range, the summits of which are from 14,000 to 16,000 feet high, are again subdivided by numerous irregular mountain ranges of comparatively limited extent and height.

The following are some of the principal mountain and valley ranges in British North America :

Beginning at the Atlantic frontier of Nova Scotia, a range of highlands skirts the Atlantic seaboard, and extends inland for fifteen or twenty miles. This dislocated range of metamorphic

hills nowhere assumes the height of mountains. Sixty miles inland from this seaboard, and nearly parallel thereto, the "Cobequid Mountains," some of which are 1,100 feet high, traverse Nova Scotia, from the Bay of Fundy to the Strait of Canso. This range is clothed with a large growth of timber, to its summit, where agricultural products grow luxuriantly. Between the Atlantic and Cobequid ranges is a rich and fertile valley, embracing the entire length of Nova Scotia Proper.

The third mountainous range, of moderate elevation, traverses the boundary between Canada and New Brunswick, from the State of Maine to the Gulf of St. Lawrence. At the easterly side of this range, the River St. John assumes at the "Grand Falls," an elevation above its ordinary level, of 120 feet, including the rapids below. Between this range and the Cobequid Mountains, with which it runs parallel, is an extensive plateau of fertile lands, 230 miles in width, embracing a large part of Nova Scotia, all Prince Edward Island, and nearly the whole of New Brunswick. The coast of Labrador is mountainous. The mountain formations of the country lying between the Gulf of St. Lawrence and the Rocky Mountains assume a different direction from the lower mountain ranges above referred to. The country presents a terraced character; the navigation of the principal streams is obstructed by numerous falls and rapids, the result of convulsions of no ordinary nature. The principal part of the mountainous districts run in the direction of the great rivers and lakes lying between the Gulf of St. Lawrence and the Rocky Mountains.

The River St. Lawrence, and its principal tributaries, the Saguenay, St. Maurice, and Ottawa Rivers, are skirted on each side by broken ranges of conical mountains, some of which rise to the height of 3,000 feet. Canada is partly enclosed by two ranges of high lands. That on the north is called collectively, "the Laurentides." It terminates easterly at the coast of Labrador, and extends in a line prolonged westerly to the furthest end of Lake Superior; traversing in its course the bank of the Ottawa River above the Chats Lake. This chain of highlands

varies from hills of 200 feet, to that of mountains culminating near Lake Superior in a height of 2,100 feet. The other is a spur of the Alleghanies, which, commencing at the Gulf of St. Lawrence, forms a prolonged chain of mountains through the States as far as Virginia. In its course through Canada it runs nearly parallel to the River St. Lawrence, at from twenty to twenty-five miles distance; and passes south of Lake Champlain. Its greatest elevation on the Canadian side, in Rimouski, is about 4,000 feet. The country watered by the Ottawa, St. Maurice, and Saguenay Rivers, is one of the best lumbering districts in America.

The River St. Lawrence, between Montreal and Lake Ontario, assumes a terraced character; numerous rapids obstructing its navigation. At the celebrated Falls of Niagara, the country is apparently upheaved 165 feet above its general level. Although Canada West is considered a flat country, still there are some hilly and mountainous districts; one of these in the Townships of Albion and Cobden, extends to Lake Huron, and terminates in the "Blue Mountains," on the Georgian Bay. One of these mountains is 1,900 feet above the level of the lake. Between each of the mountain ranges above described, extensive plateaus and valleys of fertile lands intervene, giving to the country a valuable character in an agricultural point of view.

The country lying between Lake Superior and the Rocky Mountains is intersected by numerous chains of mountains with extensive valleys of fertile lands intervening, skirting the Saskatchewan, Assiniboine, and Red Rivers. Between Hudson Bay and Lake Winnipeg there is an extensive mountain range, which runs northward parallel to the Rocky Mountains.

The Rocky Mountains run nearly parallel to the Pacific Ocean. Where these mountains cross British territory, they assume a comparatively moderate height, affording the only practicable path for a railroad across the northern part of this continent. The Rocky Mountains are about 500 miles from the Pacific coast. Between this coast and these mountains, and

nearly parallel therewith, are two ranges known as the "Cascade," and "Blue Mountains." Some of the rivers discharging into the Pacific are skirted by hills of considerable magnitude.

The principal part of the hyperborean territory lying around Hudson Bay is a *terra incognita* to geographers generally. Future explorations will, no doubt, reveal peculiarities in this vast region useful to science and commerce.

The country north of this region has long been a scene of interest to the world. Here repeated explorations have been made, at a great sacrifice of valuable life and property, in search for a "Northwest Passage," which, after numerous fruitless attempts, was found by Captain McClure, in 1852. Science, it is true, has been advanced by this discovery, and by the numerous explorations made; but the benefits arising to science and commerce are incommensurate with the vast expenditures incurred. The passage, though discovered, is impracticable as a highway for ships passing between the two great oceans of the world—the Atlantic and the Pacific.

BOUNDARIES AND GENERAL DESCRIPTION OF EACH PROVINCE, &c.

CANADA.

CANADA, including Canada East and Canada West, united in 1841, is bounded westerly by Lakes Superior, Huron, and St. Clair and their connecting rivers; southerly by Lakes Erie and Ontario, the St. Lawrence, and the States of New York, Vermont, New Hampshire, and Maine, the Province of New Brunswick, and the Bay Chaleurs; easterly by the Gulf of St. Lawrence and Labrador; and northerly by the Hudson Bay Territory. It contains 357,822 square miles, and a population of 2,507,571 souls.

Champlain.—This lake is about 110 miles in length, and greatest width 14 miles, with a depth of water varying from 50 to 280 feet. It lies in the States, except for a short distance at the northern end, which is in Canada. Its outlet is by the

Richelieu River into the River St. Lawrence, about 45 miles below Montreal.

Lake Ontario, the lowest in the series of the great lakes, is 756 miles, by the River St. Lawrence, from the Gulf. This lake is 180 miles in length; mean breadth 65 miles; mean depth 500 feet; elevation above the sea 262 feet; circumference about 700 miles; and area 7,000 square miles. Its principal tributaries on the Canadian side are the Trent and Credit. Its natural outlet is by the St. Lawrence, through the "Thousand Isles," and down a steep descent, broken by many rapids, to Montreal; and thence to the ocean. The navigation of these rapids is overcome by means of a series of canals.

Lake Erie is united to Lake Ontario by the Niagara River, 34 miles in length. This lake is situated between $41^{\circ} 22'$ and $42^{\circ} 52'$ N. Lat., and $78^{\circ} 55'$ and $83^{\circ} 23'$ W. Long. It is 970 miles from the Gulf of St. Lawrence; is 240 miles in length; 80 miles in breadth; 84 feet mean depth; height above the sea 555 feet; and area 10,000 square miles. On the north it is bounded by the southern shore of the rich and highly cultivated peninsula of Western Canada. The country is flat, and highly adapted for agriculture. Indeed the land around this lake is of the best quality; soil deep, rich and alluvial; the forests clothed with oak, maple, black-walnut, and hickory. It is the best wheat-producing section of America.

It has one main tributary on the Canadian side,—Grand River, which has at its mouth, Port Maitland, the best harbor on the lake. The great and incomparable descent, 330 feet, of Niagara River, is overcome by the Welland Canal.

On the United States side, this lake is connected with the Hudson River by the Erie Canal, and thus by direct navigation with the Atlantic; and also by canals with the Ohio, and other rivers, affording outlets in all directions.

In addition to the canals, Lake Erie is almost girdled by railroads; besides, numerous lines of railroad run from both its sides, north and south.

Lake St. Clair.—This comparatively small lake forms the

connecting link by means of the St. Clair and Detroit Rivers, between Lakes Huron, Michigan, and Erie. Length of this lake is 20 miles; breadth 36 miles; mean depth 20 feet; elevation above the sea 571 feet; and area 360 square miles. It receives on the Canadian side, the Thames, and some other shallow and tortuous streams, navigable for small craft, for short distances.

Lake Huron, is united to Lake Erie by the river and Lake St. Clair, and Detroit River, in all 75 miles. It is 1,285 miles by the St. Lawrence, lakes, and river from the Gulf of St. Lawrence. Length 260 miles; breadth 160 miles; mean depth 800 feet; elevation above the sea 574 feet; area 20,000 square miles; and 1,100 miles in circumference. The shores of Lake Huron are bold and rocky, with but few natural harbors. The Georgian Bay, on the northerly side of this lake, is a vast expanse—almost a separate lake—divided from Lake Huron by a peninsular promontory and islands formed by Cabot's Head, the Manitoulin and other islands. The River St. Francis empties into the bay from the eastward. On this river is situated Lake Nipissing, which is 40 miles in length, by 20 in breadth. From this lake it is proposed to construct a canal to the Mattawan River, a tributary of the Ottawa.

Lake Michigan, which is wholly within the United States, joins Lake Huron at the head of the latter lake, by the Strait of Mackinac. Michigan is 360 miles in length; 108 miles in breadth; 800 feet mean depth; 587 feet above the sea; and contains 20,000 square miles. It has numerous harbors and rivers, and is surrounded by a fertile country.

Lake Superior, the highest in the series, is united to Lake Huron by Sault (so) Ste. Marie, or St. Mary's River, 39 miles in length. The Falls on this river are overcome by a canal on the States side. Lake Superior is 1,650 miles from the Gulf of St. Lawrence; it is 355 miles in length; 160 miles in breadth; mean depth 988 feet; height above the sea 627 feet; area 40,000 square miles; and 1,750 miles in circumference. The lands around this lake are sterile and rigid, consisting of detrital and igneous rocks, covered with a small growth of birch, aspen,

pinus, and stunted vegetation peculiar to these northern regions. The country is penetrated on all sides by streams which are obstructed by falls. The principal value of this region is the vast extent of copper ore which lines both sides of this lake.

The total area of the three great lakes, Superior, Huron, and Ontario, bounding on Canada, is 77,000 square miles. The total length of the lakes bounding on Canada is 1,055 miles; and including the St. Lawrence is 2,200 miles. And the Canadian coast-line of these lakes and the River St. Lawrence measures about 2,800 miles. The centre of the lakes and their connecting links, bounding on Canada, is the boundary between the latter and the States.

There are scores of other lakes in Canada, the principal of which is Nepigon, estimated to be nearly 200 miles in length, and 60 in breadth; it empties by Nepigon River into Lake Superior.

Canals.—Canada has done more to promote internal water-communication than any State in the American Union, or any country in Europe—considering the infancy of the Province, the amount of its population and revenue, and the extent to which its material resources have been developed.

The continuous navigation of the St. Lawrence, the great lakes, and their tributary streams, being obstructed by falls and rapids, numerous canals have been constructed, affording a passage for the ships of the ocean into the very centre of British North America. Along the rapids of the St. Lawrence, seven ship canals of various lengths, from one to twelve miles (but in the aggregate forty-one miles of canal), have been constructed. By these canals sea-going vessels are enabled to ascend 116 miles of the river, overcoming a fall of 225 feet above the level of tide-water, which added to 52 miles of sailing,—168 miles, above Montreal, to Lake Ontario. Vessels of 450 tons, carrying 3,000 barrels of flour, pass from Lake Ontario to Lake Erie by the Welland Canal. This canal, which is 28 miles long, is composed of 37 cut stone locks, each of which has a length of chamber of 150 feet by 26 feet in breadth. By it vessels are enabled to

surmount an elevation of 330 feet. It is navigable for 250 days in the year, and is the most profitable of all the canals of Canada.

The Rideau canal, 142 miles long, unites the cities of Kingston and Ottawa. It was constructed by the Imperial Government for military purposes, and is composed of forty-seven locks. It is now a highway for passengers, and the products of a fertile country. At its eastern extremity stands the city of Ottawa, on the west bank of, and 127 miles from the mouth of the Ottawa River. On this river there are numerous rapids which impede navigation; these are being overcome by the construction of dams and canals. The navigation of the St. Maurice and Saguenay Rivers is similarly obstructed, which is also being overcome by the construction of canals and dams, affording an outlet to the St. Lawrence for the vast stores of forest products which the country, watered by these northern rivers, contains; besides facilitating settlement, for which large sections are highly adapted.

The aggregate length of the canals of Canada is 234 miles, and cost \$16,000,000.

Niagara Falls, and Bridges.—The name *Niagara*, signifying in the Iroquois language *Thunder of Waters*, is very appropriately given to this river. These falls are the most celebrated in the world. The River Niagara is the passage for all the waters of Lakes Erie, Huron, St. Clair, Superior, Michigan, Nipissing, and other minor lakes, and their numerous affluents. It varies in width from one-fourth to three-fourths of a mile, and its mural sides are 250 feet high. The waters of these lakes, over which, during six months of the year, thousands of tons of shipping daily pass, cover an area nearly equal to one-half the fresh water lakes in the world. From this fact some conception may be formed of the immense volume of water continually precipitated over Niagara Falls.

The Falls are situated 14 miles above Lake Ontario. They are 165 feet in height. More than 100 millions of tons of water pass over them hourly. Towering alpine cliffs bound their sides. These falls and their surroundings rank among nature's

grandest achievements. The sounds of the cataract combine with none other. It is nearness to these falls and not distance that lends enchantment to the view. Two suspension bridges span the Niagara River. The one belonging to the Great Western Railway Company spans this river about two miles below the Falls. This bridge rests on cables, each of which is nine and a half inches in diameter, and composed of 8,000 wires; the towers are 66 feet high, 15 feet square at the base, and eight feet at the top; the span is 300 feet. This bridge is a monument to the memory of human ingenuity and labor. The other is a passenger bridge, and an excellent structure.

The Falls of Shawanegan on the River St. Maurice are second only to those of the Niagara.

The Falls of Montmorency are about 220 feet in height. The quantity of water which passes over these falls is comparatively small.

There are some lofty cascades on the Ottawa River.

The Basin of the St. Lawrence is very uneven. The country in the direction of this river and great lakes, as well as that along its leading tributaries, on both sides, is formed into plateaus or beaches, which have to be overcome by canals, in order to secure a continuous navigation.

Victoria Bridge.—This bridge, which was opened to the public in 1860, spans the River St. Lawrence at Montreal. It forms a part of the Grand Trunk Railway, and is one of the most stupendous and massive structures of modern times. It is tubular, and consists of 24 spans of 242 feet each, and one in the centre of 330 feet. These spans are approached on each side by causeways, terminating in abutments of solid masonry. The southern causeway is 240 feet long, and the northern, 1,400; the width of each being 90 feet. The total length of the bridge is two miles, less fifty yards. It cost nearly two and a-half million pounds sterling. By this bridge, two extensive and populous sections of country are united; thus adding to their social, agricultural, and commercial development.

The Ottawa and its tributaries.—This river is one of the most

important tributaries of the St. Lawrence. It is the northern boundary between Eastern and Western Canada, and is the outlet of vast stores of timber. On its western bank is situated the city of Ottawa, the seat of the Canadian Government.

The following brief description may not be uninteresting :

The River Ottawa, or Grand River, empties into the St. Lawrence, near the city of Montreal, 590 miles from the Gulf of St. Lawrence. Fifty miles above its confluence with the St. Lawrence, the River du Nord, 160 miles long, joins it from the north, and the L'Assomption, 130 miles long, from the west. At this point the rapids are avoided by a canal. At 70 miles it receives the River Rouge, 90 miles long, and at 93 miles, the North and South Nation Rivers, each 100 miles long. The River Du Lièvre, 260 miles long, enters from the north, 108 miles above the St. Lawrence; and at 126 miles, the River Gatineau, which drains 12,000 square miles, enters from the same quarter. Above the St. Lawrence, 127 miles, stands Bytown, now the city of Ottawa, and the capital of Canada, near which the Rideau River, 116 miles long, and the Rideau Canal, enter the Ottawa. At 133 miles are the Chaudière Falls, 40 feet in height. Here the Ottawa almost disappears, giving rise to the expression—"a hundred rivers struggling for a passage." Above the St. Lawrence, 164 miles, are three miles of rapids, which obstruction to navigation is overcome by a canal. At 166 miles, the Madawaska, 210 miles long, empties into it from the west, and at 177, the Bonnechère, 110 miles in length; at 197, the Coulonge, 160 miles long; at 206 miles, Black River, 130 miles in length, and at 242 miles, the Petewahweh, 140 miles long, empty into it from the same side. At 280 miles the Mississippi, 100 miles long, joins the Ottawa. At 440 miles from the St. Lawrence, the Ottawa receives the waters of the Mattawa, an extensive river, from the northwest; at 772 miles, those of the Du Moine, and at 776 miles those of the Keepawa, 120 miles long; the two latter, it is said, anomalously take their rise in one lake, which is 50 miles long. On the Keepawa is a cascade 120 feet in height. Near the head of the Ottawa, the Montreal, 120 miles long, and the Blanche, 90 miles long, enter from the north.

Steamers ascend the Ottawa for nearly 200 miles, which, with the St. Maurice and Saguenay Rivers, and their numerous and extensive tributaries, drains 150,000 square miles of the best timbered country in America, a large portion of which is excellent tillage land.

These rivers hardly form a moiety of the river navigation of Canada. The whole of Canada West is drained by numerous rivers, which pour their waters into the great lakes.

The *Saguenay* is one of the most remarkable tributaries of the River St. Lawrence. It enters this river from the north, about 110 miles below Quebec; it has about thirty-six tributaries. By some convulsion of nature, the Laurentide range of mountains, which in the Saguenay region are about twelve miles broad, have been divided, and through a valley thus formed, flow the waters of this river. Its dark waters, 100 fathoms in depth, with its lofty mural sides, broken at intervals to receive the waters of numerous tributaries, present a scene of wild and unparalleled magnificence. In ascending from its confluence with the St. Lawrence, Capes Trinity and Eternity exhibit grand phenomena. A little farther, and Tableau Rock, a column of dark colored granite, 600 feet high by 300 feet wide, appears in bold relief, its sides smooth as if they had just received the last polishing stroke from the artisan's chisel. Such is the appearance of this river from its mouth to its source. Six miles above its junction with the St. Lawrence is the town of Tadousac, surrounded by beautiful and romantic scenery.

Roads, Lands for settlement, &c.—Canada, in addition to 2,000 miles of railway in operation, has its network of common roads. All the settled portions of it are traversed by excellent highways. In this Province, as in other colonies, roads are first opened by a grant from the public revenue, and, to some extent, kept in repair by Government appropriations and statute labor.

The Legislature of Canada annually expends large amounts in the projection of "colonization roads," the opening of which is the preparatory step to the settlement of the wilderness. There are numbers of these roads now in course of construction, some of which are very extensive.

In Lower Canada, the Ottawa, St. Maurice, and Saguenay River districts, on the north of the River St. Lawrence, especially the two former, are now being opened up, by roads and cross-roads, for hundreds of miles. Here a country more than double the size of the State of New York, and equally as fertile, is being laid open to settlement.

On the south side of the St. Lawrence, the *Taché Road* has been projected, 209 miles into the country lying between the settlements in the district of Quebec, and the New Brunswick boundary. There are numerous cross-roads, designed to intersect this great highway, bounded on all sides by fertile lands.

The lands surveyed in Lower Canada, up to the beginning of 1860, "cover an area of 366,495 acres, dispersed through an aggregate of 21 townships; the whole within five and a-half townships of the ordinary dimensions of ten miles square." The average cost of making roads in the wilderness, where bridging is not very expensive, is two hundred dollars per mile.

In Western Canada, also, the wildernesses and solitary parts are being penetrated by colonization roads. The country lying between the Georgian Bay, an offshoot of Lake Huron, and the city of Ottawa, 200 miles, is traversed by one leading line of road, which is intersected by numerous cross-roads. One of these projected lines will open for settlement, in its length of 120 miles, a large tract of superior land. Another road has been projected, running from Sault Ste. Marie to the eastern boundary of Georgian Bay, 135 miles in length.

Civil Divisions.—Lower Canada embraces the country north of the River St. Lawrence, and east of the Ottawa River, and also the country south of the St. Lawrence, adjoining the United States and New Brunswick. It is divided into Counties and Townships.

Table containing the Population of Canada, by Cities and Counties, in 1861; also the number of Representatives for each in 1864:

CANADA EAST.

Division.	Population.	Representatives.	Division.	Population.	Representatives.
Montreal City.....	90,323	3	Megantic County..	17,880	1
Quebec ".....	51,109	3	Missisquoi " ..	13,608	1
Three Rivers City.....	6,058	1	Montcalm " ..	14,758	1
Sherbrooke Town.....	5,899	1	Montmagny " ..	13,336	1
L'Assomption County.	17,355	1	Montmorency " ..	11,136	1
Argenteuil " ..	12,897	1	Napierville " ..	14,513	1
Arthabaska " ..	13,473	1	Nicolet " ..	21,563	1
Bagot " ..	18,841	1	Ottawa " ..	27,757	1
Beauce " ..	20,416	1	Pontiac " ..	14,125	1
Beauharnois " ..	15,742	1	Portneuf " ..	21,291	1
Bellechasse " ..	16,062	1	Quebec " ..	27,893	1
Berthier " ..	19,608	1	Richelien " ..	19,070	1
Bonaventure " ..	13,092	1	Richmond " ..	8,884	1
Brome " ..	12,732	1	Rimouski " ..	20,854	1
Chambly " ..	13,132	1	Rouville " ..	18,227	1
Champlain " ..	20,008	1	Saguenay " ..	6,101	1
Charlevoix " ..	15,223	1	Shefford " ..	17,779	1
Chateauguay " ..	17,837	1	Sonlanges " ..	12,221	1
Chicoutimi " ..	10,478	1	St. Hyacinthe " ..	13,837	1
Compton " ..	10,210	1	St. John's " ..	14,853	1
Dorchester " ..	16,195	1	St. Maurice " ..	11,100	1
Drummond " ..	12,356	1	Stanstead " ..	12,258	1
Gaspé & M'dalen Islands	14,077	1	Temiscouata " ..	18,561	1
Hochelega County..	16,474	1	Terrebonne " ..	19,460	1
Huntingdon " ..	17,491	1	Two Mountains " ..	13,408	1
Iberville " ..	16,891	1	Vaudreuil " ..	12,282	1
L'Islet " ..	12,300	1	Verchères " ..	15,485	1
Jacques Cartier " ..	11,218	1	Wolfe " ..	6,548	1
Joliette " ..	21,198	1	Yamaska " ..	16,045	1
Kamouraska " ..	21,058	1			
Laprairie " ..	14,475	1			
Laval " ..	10,507	1	Total population....	1,111,556	
Levis " ..	22,091	1	Total in 1851.....	890,261	
Lotbiniere " ..	20,018	1			
Maskinonge " ..	14,790	1	Increase.....	221,305	

CANADA WEST.

Hamilton	City..	19,096	F	Lincoln	County..	27,625	F
Kingston	" ..	13,743	1	Middlesex	" ..	48,723	2
London	" ..	11,555	1	Norfolk	" ..	28,590	1
Ottawa	" ..	14,669	1	Northumberland	" ..	40,592	2
Toronto	" ..	44,821	2	Ontario	" ..	41,604	2
Norfolk	Town..	.....	1	Oxford	" ..	46,226	2
Brockville	" ..	.....	1	Peel	" ..	27,240	1
Cornwall	" ..	.....	1	Perth	" ..	38,082	1
Niagara	" ..	.....	1	Peterborough	" ..	24,651	1
Brant	County..	30,333	2	Prescott	" ..	15,499	1
Bruce	" ..	27,499		Prince Edward	" ..	20,869	1
Carleton	" ..	29,620	1	Renfrew	" ..	20,325	1
Dundas	" ..	18,777	1	Russell	" ..	6,824	1
Durham	" ..	39,115	2	Simcoe	" ..	44,720	2
Elgin	" ..	32,159	2	Stormont	" ..	18,129	1
Essex	" ..	25,211	1	Victoria	" ..	23,039	1
Frontenac	" ..	27,347	1	Waterloo	" ..	38,750	2
Glengarry	" ..	21,187	1	Welland	" ..	24,988	1
Grenville	" ..	24,191		Wellington	" ..	49,200	2
Grey	" ..	37,750	1	Wentworth	" ..	31,832	2
Haldimand	" ..	23,708	1	York	" ..	59,674	3
Halton	" ..	22,794	F	Algoma District	.....	4,916	
Hastings	" ..	44,970	2	Nipissing	" ..	2,094	
Huron	" ..	51,954	1				
Kent	" ..	31,183	1	Total population	.....	1,396,091	
Lambton	" ..	24,916	1	Total in 1851	.....	952,004	
Lanark	" ..	31,639	2				
Leeds	" ..	35,750	2	Increase	.....	444,087	
Lenox and Addington	" ..	28,002	1				

Note.—Drummond and Arthabaska have one Member; Chicoutimi and Saguenay one; Richmond and Wolfe one; Bruce and Huron one; Leeds and Grenville two Representatives.

There were in Canada East in 1861, not less than 606 Parishes or other subdivisions of Counties; and in Canada West 460; making a total of 1,086 subdivisions into which the 103 Counties of Canada are divided.

NOVA SCOTIA.

This Province, including the Island of Cape Breton, is bounded northwesterly by the Province of New Brunswick and the Bay of Fundy; southeasterly by the Atlantic Ocean, and northeasterly by the Gulf of St. Lawrence and the Straits of Northumberland. It is situate between 43° and 47° north latitude, and between $59^{\circ} 40'$ and $66^{\circ} 25'$ west longitude, and contains an area of 18,600 square miles. Population 330,857.

GEOGRAPHICAL FEATURES.—From the peculiar configuration of the Province, stretching out like a wharf into the Atlantic Ocean, and only bound to New Brunswick by an isthmus fifteen miles wide, it has few rivers which exceed fifty miles in length, though they number scores. The Avon, Annapolis, and Shubenacadie, are among its largest. It contains upwards of 400 lakes, of which Lakes Rossignol and St. George—the former 30 miles long—are the largest.

Nova Scotia has a coast line of nearly 1,000 miles, indented by numerous excellent harbors, of which Halifax is the principal on the Atlantic side. Besides the Bay of Fundy, and its extensions, Chiegnecto and Cumberland Bays, Minas Basin, an eastern arm of the former, extends near Truro fifty miles into the Province. It is from 15 to 20 miles in width. The Strait of Canso, one of the outlets of the Gulf of St. Lawrence, divides Nova Scotia Proper from the Island of Cape Breton; it is 16 miles long, and from half a mile to two miles in width, affording a safe and convenient passage for ships between the ocean and the Gulf of St. Lawrence. The geographical outline of Cape Breton is of no definable form; its nearest approach to any regular form is that of a triangle, 100 miles in length from base to apex, and 85 in its broadest part. Cape Breton contains an area of nearly 3,000 square miles. In its interior is an inland sea, the Bras d'Or, supplied from the Atlantic by two channels, each about 30 miles in length. This salt-water lake covers an area of about 500 square miles, and is separated from St. Peter's

Bay by an isthmus only 850 yards across. A ship canal is being constructed across this neck of land.

In our general description of British North America will be found a brief description of the principal mountain ranges of Nova Scotia; therefore it is only necessary to say, in addition, that in the Island of Cape Breton, as in Nova Scotia Proper, there are several hilly districts, separated by fertile vales, which give to the country a picturesque appearance. Indeed the Province is beautifully interspersed with mountains, hills, lakes, rivers, and fertile plains.

Roads extend across the Province, in all directions; up its rivers, along its valleys, and almost around its sea-girt boundary. The principal parts of the roads are skirted by settlements throughout their entire length, and at almost every harbor there is a growing town.

Sable Island, which has been the scene of frequent shipwrecks, is situated between the parallels of 43° and 44° north latitude, and between $60^{\circ} 10'$ and $59^{\circ} 38'$ west longitude. It is 88 miles from Cape Canso, in Nova Scotia. It is in the form of a crescent, and is about 25 miles in length, by about a mile in width, formed of sand hills, thrown up by the sea, some of which are 80 feet in height. Its northeastern bar extends about 13 miles into the sea, at which point the water is six fathoms in depth. It possesses herds of wild horses, known as Sable Island ponies, which feed on the wild grasses with which the island abounds.

Commercially, Nova Scotia occupies a prominent position on the American continent. Her numerous seaports and rivers, arable lands, inexhaustible mineral treasures—gold, copper, iron ore, coal, &c.; her fisheries, and maritime position, being in the track of ships from Europe, with the ultimate prospect of being the Atlantic terminus of the St. Lawrence and Atlantic Railroad; with hundreds of local advantages, add materially to her commercial wealth.

St. Paul's Island is situated in the main entrance from the Atlantic to the Gulf of St. Lawrence; about ten miles from Cape Breton. It is three miles in length and nearly one in breadth;

and is surrounded by deep water, but has no harbors. There are some hills on it varying from 300 to 450 feet in height. Two light-houses assist to guide vessels past it in safety.

Progressive Population of Nova Scotia by Counties; also number of Representatives.

Counties.	County Towns.	Years.			Representatives.
		1838.	1851.	1861.	
Halifax.....	City of Halifax.	28570	39112	49021	5
Lunenburg..	Lunenburg....	12058	16395	19632	3
Queen's.....	Liverpool.....	5798	7256	9365	3
Shelburne....	Shelburne.....	6831	10622	10668	3
Yarmouth....	Yarmouth.....	9189	13142	15446	3
Digby.....	Digby.....	9269	12252	14751	3
Annapolis...	Annapolis.....	11989	14285	16753	3
King's.....	Kentville.....	13709	14138	18731	4
Hants.....	Windsor.....	11399	14330	17460	4
Cumberland..	Amherst.....	7572	14339	19533	3
Colchester...	Truro.....	11228	15469	20045	4
Pictou.....	Pictou.....	21449	25593	28785	4
Guysborough	Guysborough....	7447	10838	12713	2
Antigonish...	Antigonish....	7103	13467	14871	2
Richmond...	Arichat.....	7667	10381	12607	2
Cape Breton.	Sydney.....	} 14111	17500	20866	2
Victoria.....	Baddeck.....		10100	9643	2
Inverness....	Port Hood.....	13642	10917	19967	3
18 Counties.....		199028	276117	330857	55
Increase.....			77089	54740	

NEWFOUNDLAND.

This island is bounded easterly and southerly by the Atlantic Ocean, and westerly by the Gulf of St. Lawrence and the Strait of Belle Isle. It is situate between the parallels of $46^{\circ} 40'$ and $51^{\circ} 40'$ north latitude, and between $52^{\circ} 44'$ and $59^{\circ} 30'$ west longitude, and contains 36,000 square miles, with a population, including part of Labrador, of 122,250.

Labrador, in the early history of the country, was attached to the Government of Newfoundland, afterwards united to Canada, and re-united to the former in 1808. It is separated from Newfoundland Proper by the Strait of Belle Isle, which is twelve miles wide and sixty miles in length. It extends from the fiftieth to the sixty-first degree of north latitude, and from the fifty-sixth to the seventy-eighth degree of west longitude—from the Strait of Belle Isle to Hudson Bay, 1,000 miles, and from the parallel of fifty, north latitude, to Hudson Strait, 800 miles; containing an area of about 400,000 square miles. This vast section of country, though situated far north in a frigid climate, where the mean temperature of the year does not exceed the freezing point, and where nothing can grow capable of supporting human life, still contains a resident population of 10,000 or 12,000, including the Moravians and Esquimaux, who live, principally, by fishing and hunting. The Moravians have numerous mission-stations along its extensive coast line. The coast of Labrador is also visited, during the summer season, by from 20,000 to 30,000 persons, for fishing purposes, for which it is famed.

Leaving, for want of reliable information, a further description of this sterile and inhospitable region, we direct the reader's attention to the more important section of the Newfoundland domain, Newfoundland Proper.

This island is 290 miles in breadth, by 370 in length, and about 1,000 miles in circumference. It lies nearly in the form of an equilateral triangle, with its northern angle towards

Labrador, and its western angle within fifty miles of Nova Scotia.

The physical formation of Newfoundland differs materially from that of its neighboring colonies, presenting from the sea a wild and sterile appearance. Its surface is diversified by mountains, hills, marshes, barrens, lakes, ponds and tracts of arable lands. Some of the mountains between Conception and St. Mary's Bays, on the south, range from 1,000 to 1,400 feet in height. There are numerous other places, both on the east and west sides, where the mountain summits reach the height of 1,000 feet; and the hills, varying in height from 300 to 700 feet, may be counted by hundreds.

The tracts known as marshes, are open tracts, covered with moss, which act as a sponge in the retention of water. Some of the mossy districts produce marsh plants, and grass, which are of little use as food for cattle. The barrens occupy the tops of hills.

The most remarkable of the physical peculiarities of Newfoundland is the number of its lakes and ponds. Contrary, however, to general usage, the larger sheets of water are designated "ponds," and the smaller ones "lakes." From the top of Powderhorn Hill, at the head of Trinity Bay, it is said, upwards of 150 ponds have been counted. Some are situated on the tops of the hills, as well as in the valleys. They vary in size, from fifty yards in diameter to lakes upwards of four miles in breadth, and thirty in length. The aggregate area of the fresh water lakes and ponds of this island is estimated to be equal to one-third its whole area. Their outlets to the sea are narrow winding streams, which nowhere assume the magnitude of navigable rivers, though many of them are capable of driving water-power machinery.

Harbors.—Newfoundland is a country of harbors. Its whole contour is indented by bays and estuaries, which penetrate to the bases, and wind between the spurs of the hills and mountains. Many of these harbors are capable of containing, in safety, the whole British navy. The water is generally deep to the

base of its rocky coast line. Beginning at Cape Race, the southern extremity of the island, the principal westerly bays are : St. Mary's, Placentia, Fortune, St. George's, Bay of Islands, Bonne, and St. John. From Cape Race, northeasterly, the principal are, St. Johns, at the capital, Conception, Trinity (70 miles long by 30 in breadth), Bonavista, Notre Dame, White, and Hare Bays. These bays vary in length, from 25 to 70 miles, and are of great breadth, affording, within each of them, numerous well sheltered harbors; in addition to which, the whole coast is lined with excellent harbors, affording safe anchorage for all classes of vessels. Indeed within each bay numerous harbors abound.

The forest trees of Newfoundland are generally of small growth, indicating the sterility of the soil. There are some isolated spots, however, where they are of large size, and where the soil is productive; but the rocky character of the country retards its cultivation.

"There is," says an intelligent correspondent, who holds a high official position in the colony, and takes special interest in its progress, "considerable cultivation along the seaboard of the settled districts; and a large portion of the land around St. Johns is under cultivation; but agriculture is only pursued as an auxiliary to the fisheries, and it will require no small degree of privation to be endured by the settlers of this colony, to force them to give more attention to the cultivation of the soil than has hitherto been the case; the prosecution of the fisheries alone, not, as a general rule, sufficing to keep the people (unaided by agriculture) in comfort and independence." The settled districts are principally limited to the southeast coast. A description of the minerals, fisheries, and other resources of this colony, will be found under their proper heads.

Table showing the Civil Divisions, Population, and Representatives of each District for 1857.

Names of Districts.	No. of Inhabitants.	No. of Representatives.
St. Johns, East.....	17352	3
St. Johns, West.....	13124	3
Harbor Maine (Conception Bay).....	5386	2
Port-de-Grave ditto.....	6489	1
Harbor Grace ditto.....	10067	...
Carbonear ditto.....	5233	1
Bay-de-Verds ditto.....	6221	1
Trinity Bay	10736	3
Bonavista.....	8850	3
Twillingate and Fogo.....	9717	2
Ferryland.....	5228	2
Placentia and St. Mary's.....	8334	3
Burin.....	5529	2
Fortune Bay.....	3492	1
Burgeo and LaPoile.....	3545	1
Totals.....	119304	28
French shore.....	3334	.....

NEW BRUNSWICK.

This Province is bounded northwesterly by Canada and the Bay Chaleurs; northeasterly by the Gulf of St. Lawrence and the Strait of Northumberland; southerly by Nova Scotia and the Bay of Fundy; and southwesterly by the State of Maine. It lies between the parallels of 45° and 48° north latitude, and between 64° and 68° west longitude. Its area is 32,000 square miles, and its population is 252,047.

BAYS, RIVERS, LAKES, HIGHLANDS, ROADS, &c.—Bays.—The whole seaboard of the Province is indented with spacious bays and inlets, affording safe anchorage for shipping. The principal are the Bay of Fundy, 100 miles long, its greatest width being 45 miles; Chiegnecto and Cumberland Bays are extensions of the Bay of Fundy; Passamaquoddy Bay, at the southerly angle of the Province. On the north-east are, Bay Verte, Shediac, Cogaigue, Richibucto, and Miramichi, offshoots of Northumberland Strait; and in the northwest is the spacious Bay Chaleurs, or *Bay of Heats*, as its name imports, 80 miles long; its greatest breadth is 27 miles.

Rivers.—Almost every square mile of New Brunswick is watered by running streams. The River St. John, which takes its rise partly in Canada, and partly in the State of Maine, is 450 miles long, and discharges into the Bay of Fundy. It has numerous tributary streams, some of which are 100 miles long, and interlock with the Miramichi and Restigouche. This river traverses seven counties of the province, affording an outlet for the products of the forests, mines, and soils. The other principal rivers emptying into the Bay of Fundy are the St. Croix, 80 miles long, forming a part of the boundary between this province and Maine, and the Petitcodiac, 100 miles long, discharging into Chiegnecto Bay. On the north coast, the Richibucto 50 miles long, the Miramichi, and Restigouche, each 200 miles long, are the principal rivers. The two former discharge into harbors of the same name, and the latter into the Bay Chaleurs. Along the coast line of the province, including the Bays Chaleurs and Fundy, 500 miles, there are scores of rivers, varying in length from ten to forty miles.

Lakes.—The whole country is dotted with lakes, from those of a square mile in area to that containing 100 square miles of surface. Those discharging into St. John River are Temiscouata at its head, Grand, and Washademoah Lakes, in Queen's County, Belle Isle Bay, a recess of the River St. John, and the two Oromocto Lakes. The others are small.

Highlands.—New Brunswick is generally a flat country. On

its northeastern coast, from the Bay Chaleurs to the boundary of Nova Scotia, 200 miles, there is hardly a hill exceeding three hundred feet in height. There are some elevated lands, far below the height of mountains, skirting the Bay of Fundy and River St. John; but the only section of a mountainous character is that bordering on Canada and the River Restigouche, which forms a part of the boundary, and here the country is beautifully diversified by oval-topped hills, varying from five hundred feet to eight hundred feet in height, clothed with lofty forest trees almost to their summits, and surrounded by fertile valleys and table lands.

Roads.—Nearly the whole external boundary of the province, 800 miles, is traversed by coach roads. There are few roads across the province from the Strait of Northumberland to the River St. John. There are excellent roads on both sides of this river, and roads are to be found bordering almost every stream of any magnitude, besides cross-roads piercing the wilderness at all points. The settlements along the principal roads are nearly all continuous.

The roads are divided into great roads and bye-roads; the great roads being under the control of the Board of Works, and the bye-roads under local commissioners.

The total length of great roads in the province in 1855 was 1,630 miles, and in 1861, 2,203 miles.

The total cost of building and repairing roads and bridges was: in 1858, \$72,856; in 1859, \$81,973; in 1860, \$90,716; in 1861, \$81,973; and in 1864, \$134,900.

The streams are spanned by bridges, principally of wood. The River St. John, however, is crossed, in two places by suspension bridges; that near the lower falls, at the City of St. John, is 630 feet long, and the other, at the Grand Falls, is nearly the same length.

*Progressive Population of New Brunswick by Counties ; also
number of Members of Assembly.*

Name.	County Towns.	1840.	1851.	1861.	No. of Memb.
City of St. John..	.....	19281	22745	... ..	2
" Fredericton..	.....	4002	4458	.....	..
County of St. John	City of St. John.	13676	15630	*48922	4
" King's... ..	Sussex.....	14464	18842	23283	3
" Queen's.....	Gagetown.....	8232	10634	13359	2
" Sunbury.....	Oromocto.....	4260	5301	6057	2
" York.....	Fredericton.....	9993	13170	*23393	4
" Carleton....	Woodstock... }	11219	11108	16663	2
" Victoria....	Grand Falls.. }		5408	7701	2
" Charlotte....	St. Andrews....	18178	19938	23663	4
" Albert.....	Hopewell..... }	17686	6313	9444	2
" Westmorland	Dorchester... }		17814	25547	4
" Kent.... ..	Richibucto.....	7477	11410	15854	2
" Northumb'l'd.	Newcastle.....	14620	15064	18801	4
" Gloucester...	Bathurst	7751	11704	15076	2
" Restigouche.	Dalhousie.....	3161	4161	4874	2
Totals, 14 Counties.....		154000	193800	252047	41
Increase .....		.....	39800	58247	

* In the population for St. John and York for 1861, are included that of the cities also.

The increase in population has been very remarkable, being three and a half times in the last thirty-seven years, and two and a quarter times in the last twenty-seven years.

PRINCE EDWARD ISLAND

Is situated in the Gulf of St. Lawrence, and is divided from Nova Scotia and New Brunswick by the Strait of Northumberland. It lies between $45^{\circ} 56'$ and $47^{\circ} 4'$ north latitude, and between 62° and $64^{\circ} 23'$ west longitude. Its extreme length is

130 miles ; its breadth varies from four to thirty-four miles ; its area is 2,133 square miles, and its population in 1861 was 80,857.

Prince Edward Island is an undulating country. The only hills of any magnitude, few of which rise above the height of 300 feet, are situated near the eastern and northern extremities, and along the central districts ; nearly all of which are capable of being profitably cultivated, to their very summits.

Numerous bays and harbors indent its coast line. The principal bay on the south is Cardigan, the entrance to Georgetown—the shire town of King's County. Hillsborough Bay, the entrance to Charlottetown, the capital of the island, faces the Strait of Northumberland. These two bays are deep and spacious, affording safe anchorage for a large class of ships. The other bays facing the strait are Bedeque and Egmont ; and those on the east side, facing the Gulf of St. Lawrence, are Holland, Richmond, and St. Peter's Bays. There are seven other small bays, which afford safe anchorage for small class vessels. The harbors on the northeast side are obstructed by sand bars, rendering them accessible only to small vessels.

The rivers of the island, though numbering upwards of thirty, are not extensive. At the heads of the bays and harbors small rivers diverge into the heart of the country, rendering road-making expensive, in consequence of the number and extent of bridges. The country, nevertheless, is traversed in all directions by excellent highways.

There is no section of the Lower Provinces, of the same extent, where the percentage of good land is so large as on this island. Its soils are principally composed of red sandstone ; hence their adaptation to the growth of wheat, oats, and other cereals, and also potatoes. This little island, not more than a tenth in size of New Brunswick, produces food for nearly double its own population.

The civil divisions of Prince Edward Island are somewhat different from those of the other colonies. It was originally laid out into counties, parishes, and lots. Each locality is generally known by the number of its lot.

Table showing the Subdivisions, Progressive Population, and Number of Representatives, of Prince Edward Island.

County.	Shire Towns.	Lots.	Parishes.	Population.				No. of Representatives.
				1827	1841	1848	1861	
Prince.	Summerside ...	1	13	North Parish				10
		2	14					
		3	15					
		4	16	Egmont				
		5	17	Halifax				
		6	18					
		7	19	Richmond		15017	21401	
		8	25					
		9	26	St. David's				
		10	27					
		11	28					
		12						
Queen's	Charlottetown.	20	65	Granville				10
		21	33					
		22	36	Charlotte				
		23	37					
		27	48	Hillsborough				
		24	49					
		33	50	Bedford		32017	39525	
		34	57					
		32	58	St. John				
		29	60					
		30	62					
31								
King's.	Georgetown ...	43	55	East Parish				10
		44	54					
		45	53					
		46	52	St. Patrick's				
		47	51					
		38	66	St. George		15475	19931	
		39	59					
		40	61	St. Andrew's				
		41	63					
		42	64					
56								
Totals ..	3	66	14	23266	47033	62599	80857	30

King's County is situated in the east, Prince County in the north, and Queen's County in the centre.

VANCOUVER ISLAND

Is situated in the Pacific Ocean; and is divided from British Columbia by the Gulf of Georgia, 90 miles in width. This Island is 278 miles long, and 55 in width. Population 11,463. Victoria, its capital, is situated at the head of Royal Bay, on the south end of the Island; population 4,000. The agricultural and other resources of this island will be found under their proper heads.

BRITISH COLUMBIA.

This colony is bounded southerly by Washington Territory, United States, (49° N. lat.); westerly by the Gulf of Georgia; northerly by Simpson River and the Finlay branch of Peace River; and easterly by the Rocky Mountains. It is about 450 miles in length, and 250 in width. Area 213,500 square miles, or 136,640,000 acres. Population varies from 7,000 in winter to 10,000 in summer.

The Imperial Act constituting this a separate colony, provides for its union with that of Vancouver Island, with which it is at present connected.

The physical features of this extensive colony are but partially known. Until very recently it was considered a valueless country; not, said a member of the British Parliament, worth £20,000.

The country abounds in useful minerals,—gold, silver, coal, iron ore, &c. It contains extensive tracts of fertile lands.

The civil divisions are: New Westminster, Douglas, Yale, Lytton, Hope, Shimilkomeen, Lilloet, and Cariboo.

The whole country is beautifully diversified by lofty hills and mountains, and well-watered vales; the latter affording rich pasturage.

The Fraser River, 1,000 miles long, traverses nearly the entire length of the colony, from north to south. It has over fifty tributaries, the Thompson and the Stewart being the principal. The northern branch of the Columbia River skirts the western slope of the Rocky Mountains, running parallel to the Fraser River

for 400 miles. Simpson River runs through the northern boundary of this colony for 300 miles. The Fraser is navigable for steamers for about 100 miles. These rivers, with their eastern affluents, traverse the far-famed Cariboo Gold Fields, allowed to be the richest in the world. Victoria, on Vancouver Island, and New Westminster, on the mainland, are the principal centres of trade. The former, situated at Royal Bay, on the south of the Island, is the seat of government, and contains 4,000 inhabitants; the latter is fifteen miles up the Fraser River, and contains about 1000 souls.

The climate on the Pacific is as mild as that of England; but the summer season diminishes in length according to the increase of distance inland. At the Rocky Mountains, where snow continually lies on the tops of the highlands, the summer season does not exceed three months in the year.

The seaboard and rivers teem with fish; salmon are very abundant. The river banks, and other parts of the interior, are clothed with heavy forest timber.

The products of the forests exported to Australia, China and South America, in 1856, amounted to 5,200,000 feet.

HUDSON BAY TERRITORY.

Nominally this territory embraced all the country, exclusive of Canada, between the coast of Labrador and the Pacific Ocean; including British Columbia, the North-West Indian Territories, lying between British Columbia and Canada, Labrador and the northern regions; containing about 3,000,000 acres. The population of the whole is variously estimated. A charter of all this territory was granted to the Hudson Bay Company in 1670, the fur trade of which they monopolized for 189 years. The country is divided into fifty-one trading stations, to which the hunters and trappers resort with furs. The total number of persons employed by the Company is about 3000. This charter ceased in 1859.

By the treaty of 1825, between England and Russia, the boundary between English and Russian America, on the Pacific,

begins at the south-west end of Prince of Wales Island, in latitude $54^{\circ} 40' N.$, and follows the Pacific coast, northerly for 300 miles, with a breadth of 30 miles inland. Along this frontier numerous navigable rivers, the Stickeen, 500 miles long, and others of less magnitude, penetrate the interior. The bed of this hyperborean river, 170 miles north of Fort Simpson, is auriferous. In fact, the western slope of the Rocky Mountains, beginning at the United States boundary, and extending 500 miles northward, is apparently one vast gold field.

The principal rivers have been already referred to in a former part of this work. The Katchewan, and its two leading affluents, the north and south Saskatchewan, traverse 900 miles of the country between Lake Winnipeg and the Rocky Mountains. Further north, the Mackenzie River, with its tributaries the Peace and others, waters the country. The whole territory is dotted with lakes, of which Great Bear Lake,* far north, is 250 miles long by 240 broad;—Great Slave Lake is 300 miles long by 50 broad; Athabasca Lake, 250 miles long by 40 broad; Lake Winnipeg, situate 650 miles north-west of Lake Superior, 280 miles long by 50 broad, and the Lake of the Woods, a tributary of Lake Superior, 70 miles each way.

The country between Lake Winnipeg and the Rocky Mountains, along the southern boundary, is well adapted for colonization. Numerous herds of buffalo find abundance of excellent pasturage upon its fertile plains.

A railway from Canada to the Pacific Ocean is a *desideratum*, as a means of aiding the settlement of the country, and as a speedy and safe mode of transit between the Atlantic and Pacific Oceans.

* It is so called in consequence of being perpendicularly under the Great Bear in the northern heavens.

Table of Latitudes and Longitudes, and Longitudes in Time, of some of the principal Places and Headlands in British North America.

Names of Places.	North Latitude		West Longitude.				
			In Arc.		In Time.		
	D.	M.	D.	M.	H.	M.	S.
IN CANADA.							
Quebec City.....	46	48	71	12	4	44	50
Kingston.....	44	08	76	40	5	06	40
River du Loup.....	47	50	69	32	4	38	07
Montreal.....	45	31	73	35	4	54	20
Toronto.....	43	39	79	21	5	17	24
Gaspé.....	48	45	64	12	4	16	50
Carlisle.....	48	00	65	22	4	21	28
IN NOVA SCOTIA.							
Halifax.....	44	39	63	36	4	14	26
Annapolis.....	44	49	65	44	4	22	56
Amherst.....	45	49	64	13	4	16	51
Brier Island Light.....	44	14	66	22	4	25	30
Digby Gut Light.....	44	33	65	47	4	23	10
Sidney Light, Cape Breton.....	46	18	60	09	4	00	36
Whitehaven.....	45	14	61	11	4	04	44
Wallace.....	45	49	63	26	4	13	45
Pugwash Harbor.....	45	53	63	37	4	14	43
Sable Island (west end).....	43	57	60	14	4	00	56
“ “ (east end).....	43	59	59	48	3	59	12
Canso Light.....	45	19	61	00	4	04	00
Pictou Light.....	45	41	62	40	4	10	41
IN NEWFOUNDLAND.							
St. Johns.....	47	34	52	43	3	30	52
Cape Ray.....	47	37	59	20	3	57	21
Cape Race.....	46	40	53	08	.....	.....	.....
IN NEW BRUNSWICK.							
St. John.....	45	16	66	04	4	24	14
Campobello.....	44	53	66	58	4	27	50
Fredericton.....	45	57	66	32	4	26	08
Quaco Light.....	45	20	65	32	4	22	08
Woodstock.....	46	09	67	35	4	30	19

Table of Latitudes and Longitudes, &c.—Continued.

Names of Places.	North Latitude		West Longitude.				
			In Arc.		In Time.		
	D.	M.	D.	M.	H.	M.	S.
IN NEW BRUNSWICK.							
Bay Verte.....	46	01	64	02	4	16	08
Cape Tormentine.....	46	09	63	49	4	15	16
Shediac.....	46	25	64	35	4	18	18
Cocaigne Head	46	19	64	31	4	18	05
Richibucto River (mouth)....	46	43	64	19	4	19	14
Point Escumenac.....	47	05	64	48	4	19	13
Fox Island, Miramichi.....	47	04	65	04	4	20	16
Shippegan Harbor, Bay Chaleurs	47	45	64	43	4	18	52
Bathurst Harbor.....	47	39	65	38	4	22	31
IN PRINCE EDWARD ISLAND.							
Charlottetown.....	46	14	63	08	4	12	32
East Point.....	46	27	62	00	4	08	00
Point Prim.....	46	03	63	05	4	13	40
IN FOREIGN PLACES.							
Liverpool, England.....	53	25	2	59	0	12	00
Valentia, Ireland.....	51	50	10	23	0	41	32
Boston Light, Massachusetts...	42	20	70	54	4	43	34
New York.....	40	43	74	01	4	56	04
Portland Light, Maine.....	43	37	70	13	4	40	51

These colonies have erected one hundred lighthouses along their coasts, rendering navigation comparatively safe.

Vital Statistics of the British North American Provinces.

Lower Canada.		Upper Canada.		Nova Scotia.		New Brunswick.		Newfoundland.		P. E. Island.	
Years.	Pop.	Years.	Pop.	Years.	Pop.	Years.	Pop.	Years.	Pop.	Years.	Pop.
1676	8415	1790	5000	1749	18000	1783	12000	1806	26505	1806	9676
1700	15000	1811	77000	1764	13000	1803	27000	1816	52672	1816	16000
1714	26904	1824	151997	1783	32000	1824	74176	1826	55719	1827	20651
1734	37252	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1750	65000	1832	261061	1806	67515	1834	119457	1832	59280	1833	32292
1784	113000	1839	407515	1827	142578	1840	129009	1836	75705	1841	47034
1825	423631	1842	486255	1838	208236	1848	154000	1845	96500	1848	62678
1844	690782	1852	952004	1851	276117	1851	193800	1851	101600	.....	.....
1852	890261	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1861	1106148	1861	1395222	1861	330857	1861	252047	1861	122252	1861	80857

Summary of the Population of the British North American Colonies.

Canada.....	2,501,370
Nova Scotia.....	330,857
New Brunswick.....	252,047
Newfoundland.....	122,250
British Columbia, Hudson Bay Territory, and Labrador.....	280,000
Prince Edward Island.....	80,857
Total population in 1861.....	3,487,381

Table showing the Length, Breadth, number of Acres, and Head Quarters of each Colony.

Name of Colony	Length. Miles.	Breadth. Miles.	Area. Acres.	Head Quarters.
Canada.....	1200	300	160,405,220	Ottawa.
Nova Scotia...	350	100	13,534,200	Halifax.
New Brunswick.	190	150	17,600,000	Fredericton.
Prince E. Island	130	30	1,365,400	Charlottetown.
Newfoundland.	409	300	23,040,000	St. Johns.
Br. Columbia ..	450	250	136,640,000	N. Westminster.
Vancouver Isl'd	278	55	8,320,000	Victoria.

The Atlantic Provinces of British North America have doubled their aggregate population in the last eighteen years. Canada West has nearly trebled its population in this period. This ratio of increase exceeds that of the principal State of the American Union. Western Canada exceeds every State in population, except New York, Pennsylvania, and Virginia. Lower Canada has a population equal to, or greater than thirty-two of the States and territories of the Union. Nova Scotia exceeds in population eight of the States and the six territories. The progress in population of the cities of British North America compares very favorably with those of the Union, to which the tide of emigration has been flowing at a rapid rate.

A Comparative Statement of the quantity of Arable Lands in the following Countries.

Name of Country.	Good Land.	Poor Land.	Total Acres
Canada	130,000,000	30,405,220	160,405,220
New Brunswick	14,000,000	3,600,000	17,600,000
Nova Scotia.....	10,000,000	3,534,200	13,534,200
Prince Edward Island.....	1,300,000	60,000	1,360,000
Newfoundland	3,000,000	20,040,000	23,040,000
England and Wales.....	32,728,000	4,361,400	37,189,400
Scotland	11,215,000	8,523,930	19,738,930
Ireland.....	17,025,280	2,416,664	19,441,944

The preceding estimates for England, Scotland, and Ireland, are extracted from *Spackman's Reports*, London; and those for the colonies are made up from various Provincial Reports, and will be found a very close approximation to the truth. The proportion of "good lands" in the colonies bears a very favorable comparison with those in the mother country.

Newfoundland has a length of 1,100 miles of seaboard; Canada, and Nova Scotia, each 1,000 miles; New Brunswick, 500; Prince Edward Island, 350; Labrador and Hudson Bay Territory, 1,500; and British Columbia, 900; making a total of 6,350 miles of seaboard, exclusive of Hudson Bay, which has a circuit of 2,000 miles, and Hudson Strait, which has a coast line of 1,500 more.

Add to this extensive seaboard the length of curvatures of the coast lines, and we have not less than 12,000 miles, besides the rivers and lakes of the interior.

*Situations, Dimensions, and Areas of some of the principal
Islands of British North America.*

Name of Island.	Situation.	Lgth. Miles.	Bdth. Miles.	Acres.
Newfoundland.....	Atlantic Ocean.....	370	290	23040000
Belle Isle.....	N. E. coast Newfoundland..	8	3	.....
Fogo Islands.....		12	9	.....
Long Island.....				.....
Mingan Islands.....	29, Strait of Belle Isle.....	45	10	.....
Cape Breton Island....	East end Nova Scotia.....	110	85	2000000
Prince Edward Island }	Gulf of St. Lawrence.....	130	30	1360000
Anticosti.....		123	30	2000000
Qu'n Charlotte Island }	Pacific Ocean.....	160	40	.....
Vancouver Island... }		278	55	8820000
Sable Island.....	Atlantic Ocean.....	25	1½	.....
St. Paul's Island.....	Gulf of St. Lawrence.....	3	1	.....
Montreal Island.....		32	10	200000
Isle Jesus.....	River St. Lawrence.....	21	6	80000
" Orleans.....		.....	.....	.....
" Bic.....		.....	.....	.....
Great Manitoulin.....	Lake Huron.....	75	15	3000000
Grand Manan.....	Bay of Fundy.....	20	5	.....
Campobello.....		8	2	.....
West Isles.....		12	3	.....
Pictou Island.....	Northumberland Strait... ..			3000
Bryon Island.....	Gulf of St. Lawrence.....	4	1	.....
Magdalen Islands.....	7 in No. Ditto.....	35	56	78000
Isle aux Coudres.....	River St. Lawrence.....	5		.....
Grosse Isle.....	Ditto.....	19	5½	.....

THE PRINCIPAL PRODUCTS AND EXPORTS OF BRITISH
NORTH AMERICA.

CANADA.—This province exports large quantities of wheat, flour, and other agricultural produce; timber, deals, and other products of the forest; gold and copper; fish; ships also form a large item in the scale of exports. Iron is produced in large quantities for home consumption.

NOVA SCOTIA.—The exports of this colony principally consist of deals and other lumber; fish; gold and coal; oats, potatoes, and other farm products; the value of vessels exported forms a large item in the list.

NEW BRUNSWICK.—The chief products exported from this province are timber, deals and other lumber; oats, potatoes, and fish. A large number of vessels are annually exported.

PRINCE EDWARD ISLAND.—This colony exports large quantities of agricultural produce. It also exports vessels and lumber.

NEWFOUNDLAND.—Is the largest exporter in the world, according to population, of the products of the sea.

BRITISH COLUMBIA.—The chief products of this colony consist of gold, coal, timber, and lumber.

HUDSON BAY TERRITORY.—The principal exports are furs. The country abounds in minerals of various kinds.

CLIMATE.

There are few subjects, connected with these colonies, on which so much misconception, and even misrepresentation, exists, as there does with reference to the climate.

“The farmer is condemned, during one season, to unwelcome indolence.”—*Murray's British America.*

“Winter commences in November, when thick fogs and snow storms are frequent.”—*Chambers' Information for the People.*

“Winter is by far the pleasantest season, for then everybody is idle.”—*Backwoodsman.*

“Winter, in Canada, is a season of joy and pleasure; the cares of business are laid aside, and all classes and ranks indulge in a general carnival.”—*Montgomery Martin.*

“In November thick fogs and snow storms betoken that winter has set in.”—*Butler's Guide to Canada.*

• From these and other traditionary details of the severity of the climate of these colonies, a stranger would conclude that the inhabitants of Canada and the Lower Provinces are sealed up, during six months of the year, in mountains of snow; “the farmer condemned to unwelcome indolence;” the merchant freed from “the cares of business,” and that “all classes and ranks indulge in a general carnival;” and in order to move in the open air, they must be enrobed in furs of the warmest kind.

Suffice it to say that all experience testifies to the incorrectness of these statements.

The following facts respecting the climate of Canada are gleaned from *J. S. Hogan's* admirable prize Essay on the resources of this Province :

“ Her inland seas, with an area of 100,000 square miles, and a supposed content of 11,000,000 cubic miles of water—far exceeding half the fresh water in all the lakes in the world,—exercise a powerful influence in modifying the two extremes of heat and cold. The uniformity of temperature thus produced, although low, is found to be highly favorable to animal and vegetable life. It is therefore found that in the neighborhood of the lakes the most delicate fruits are reared without injury ; whilst in places four or five degrees farther south they are destroyed by the early frosts. * * Since 1818 the climate has greatly changed, owing principally, it is supposed, to the large clearings of the primeval forests.

“ The salubrity of the province is sufficiently proved by its cloudless skies, its elastic air, and almost entire absence of fogs. The lightness of the atmosphere has a most invigorating effect upon the spirits. The winter frosts are severe and steady, and the summer suns are hot, and bring on vegetation with wonderful rapidity. * * Instead of alternate rain, snow, sleet and fog, with broken up and impassable roads, as in many parts of Europe, the Canadian has clear skies, a fine bracing atmosphere, with the rivers and many of the smaller lakes frozen, and the inequalities in the rude tracks through the woods made smooth by snow—the whole face of the country being literally macadamized by nature. * * The snow forms a covering for his crops, and a road to his market.

“ Comparing the two provinces, it is admitted that the climate of Upper Canada is the most favorable for agricultural purposes, the winter being shorter, and the temperature less severe ; but the brilliant sky, the pure elastic air, are far more exhilarating, and render out-door exercise much more agreeable “ in Lower Canada.” The climate of Canada is so favorable that

there is little or no trouble in making either grain or grass. * * And it will be found, on an average, that the crops are housed in half the time and with half the labor and expense that they are in England."

In Lower Canada the snow appears early in December, and disappears finally about the middle of April; in Western Canada it disappears three weeks sooner.

"In regard to the climate of New Brunswick, I feel myself compelled, by all the evidence I have collected, unreservedly to admit that it is an exceedingly healthy climate."—*Professor Johnston.*

"Although the winters of New Brunswick are severe (less so, however, than those of Lower Canada), yet the climate is exceedingly healthy."—*M. H. Perley.*

"The winter, in Nova Scotia, in its greatest severity, is less uncomfortable than the humid atmosphere of this season in Britain. * * The climate is highly favorable to health and longevity."—*Prize Essay by T. F. Knight.*

"The climate is decidedly healthy, and there is no disease peculiar to New Brunswick."—*Dr. Gesner.*

"As regards climate, none is more healthful."—*Dr. Waddell, Superintendent of the Lunatic Asylum.*

And speaking of British Columbia, the Chancellor of the British Exchequer, in Parliament, said that "these territories were bound by frost and banked by fog, and woe betide any unfortunate individual who might be so far diverted from the path of prudence as to endeavor to settle in those parts."

Such were the views held by a distinguished member of the British Parliament, respecting a country, the climate of a large part of which is as mild as that of Britain; and the natural resources of which are not far inferior to those of England, if not even greater.

The climate of Western Canada, and the Pacific coast, at Vancouver Island, and Nova Scotia, is warmer than that of Canada East, Prince Edward Island, or New Brunswick, although a large portion of the latter is similar to that of Nova Scotia. In Newfoundland winter is severe; yet snow does not lie long on the southeast coast. It is generally said that winter, in these

colonies, lasts five months, which in one sense is true, but in another it is not. Winter, in reality, cannot be said to last longer than three months, commencing about the middle of December, and ending about the middle of March. During this period there are, in the coldest sections of Lower Canada, from twenty to twenty-five cold days, when the thermometer ranges from fifteen to twenty degrees below zero. The cold is driven from the Arctic Regions by northwest winds, passing over the country in waves, lasting for about three days at a time—familarly known as “cold snaps.” During the intervals between these periods of cold, the thermometer ranges about zero.

There are, generally, from four to seven snow storms during each winter, when the snow falls, in Canada West, to the depth of about one foot in the aggregate; in Nova Scotia, from one to two feet; in New Brunswick, Canada East, and Prince Edward Island, from two to four feet. To these general rules, however, there are frequent exceptions. Some seasons the snow exceeds these depths; and very frequently, in Nova Scotia, and a large part of New Brunswick, the snow does not average one foot in depth. The January thaw often sweeps the snow from the face of the country, leaving the ground, contrary to the interests of agriculture, uncovered for weeks. In Western Canada, where a large quantity of winter wheat is raised, these thaws are particularly injurious. At Vancouver Island there is comparatively no frost. During a large portion of winter, in the cold parts of the colonies, the thermometer ranges from ten to forty degrees above zero.

Deep snow adds to the fertility of the soil. The ground is so pulverized by the action of the frost as to be rendered friable, and more easily ploughed.

By a wise and economical division of time, all classes of the people may be, and generally are, as profitably employed during the winter months, as in summer. It is a great mistake to say that winter is necessarily a period of idleness and inactivity; the reverse is the fact. Our winters are pleasant, and their long evenings afford the student ample time for the acquisition of

useful knowledge. There is no season of the year so well adapted to the cultivation of literary, domestic, and social intercourse, as that of a North American winter. It is the lecturing season, in the institutes and halls, with which nearly every community is supplied; it is the season when the several Colonial Legislatures sit, and the season when the press is doubly vigilant in supplying the public with useful information. Indeed the winter season, in these Colonies, is very pleasant, affording enjoyment and profit to the inhabitants.

The prevailing winter winds are the north-west, north, and north-east; in spring, south; and in the summer, west and south-west. In the interior of Canada East, and New Brunswick, the heat of summer sometimes rises to eighty and even ninety degrees; while along the seaboard the climate is more equable, and the air wholesome and bracing. Vegetation progresses with great rapidity.

The autumn is the most delightful season in the year. In the language of *J. V. Ellis*—"the summer still lingers, as if regretting to quit the scenes of beauty it has created—and then is produced the 'Indian Summer,' a season of rare and exquisite loveliness, that unites the warmth of summer with the mellowness of autumn."

The fogs which sometimes prevail along a part of the Atlantic coast line, seldom extend more than five miles inland. The Gulf and River St. Lawrence are more free from fogs than the Bay of Fundy, and the Atlantic coasts; but in none of these places are they found to impede navigation, or produce effects detrimental to the general interests of the country.

The following Comparative Statement will show the amount of Sickness among the Troops stationed in the Countries named in the Tables, from 1837 to 1846 :—

COUNTRIES.	RATES PER THOUSAND.
Canada.....	39·0
Nova Scotia & New Brunswick.....	34·8
United Kingdom.....	from 42·9 to 48·0
Gibraltar.....	43·0
Malta.....	43·0
Ionian Islands.....	44·0
Bermudas.....	55·8

According to Professor Guy the proportion of deaths to the population is, in—

Austria.....	1 in 40	Belgium.....	1 in 43
Denmark.....	1 in 45	England.....	1 in 46
France.....	1 in 42	Norway.....	1 in 41
Portugal.....	1 in 40	Prussia.....	1 in 39
Russia.....	1 in 44	Spain.....	1 in 40
Switzerland.....	1 in 40	Turkey.....	1 in 50
United States....	1 in 74	Upper Canada...	1 in 102
Lower Canada... 1 in 92		All Canada.....	1 in 98

Mean Temperatures, for each Month in the year, of the respective places named in the following Tables; also the number of fair days at Montreal.

Months.	Canada.		New Brunswick.		P. E. Island.		England.	
	Toronto.	Montreal.	St. John.	Charlottetown.	Greenwich.		Greenwich.	
		Montreal.			Fair days.			
January	24° 67	18° 58	19° 06	1859.	37° 79	13½°	37° 06	
February	24 14	16 08	21 13	17½°	42 20	17½°	42 20	
March	30 83	28 96	29 61	29	47 10	29	47 10	
April	42 17	41 04	38 97	36	53 64	36	53 64	
May	51 84	56 12	50 11	51½°	60 03	51½°	60 03	
June	61 42	68 97	58 04	59½°	61 43	59½°	61 43	
July	66 54	71 36	64 87	62½°	61 19	62½°	61 19	
August	65 76	71 04	64 02	66	56 99	66	56 99	
September	57 11	58 50	57 70	56	49 33	56	49 33	
October	44 50	44 53	48 55	39½°	44 57	39½°	44 57	
November	36 57	32 36	36 80	29½°	39 97	29½°	39 97	
December	27 18	18 50	23 15	17		17		

The following Scale of Mean Temperatures for the year, are extracted from Tables prepared by the Smithsonian Institute, in 1860 :—

Arctic Regions :		Nova Scotia :	
Nain.....	25° 11	Pictou.....	42° 09
Boothia Felix ...	3 70	Windsor.....	51 43
Hudson Bay Territory :		United States :	
Fort Simpson....	25 12	Portland.....	42 78
Canada :		New York City...	51 92
Montreal	44 65	Boston	48 66
Quebec.....	40 31	Philadelphia	52 06
Hamilton	49 20	Richmond.....	56 15
Toronto.....	44 32	Charleston	65 98
Newfoundland :		Mobile.....	66 14
St. Johns.....	39 18		

Professor Kingston found the mean temperature of the year, at Toronto, in 1860, to be 44° 32'; the mean humidity, 77°; depth of rain, 23 inches, and the amount of snow 45·6 inches; both snow and rain combined fell short of the average by 8·5 inches. There were 31 thunder storms, and 58 auroras during the year.

The following mean annual meteorological ranges are compiled from Tables kept, at St. John, New Brunswick, during the last ten years, by G. Murdoch, Esq.

Highest 90°; lowest 24° below zero. Mean annual maximum 85°·4; Mean annual minimum 15°·4 below zero. Mean yearly temperature 43°·08. Southerly weather 173 days; wholly clouded 174; foggy 19·2; and snow or rain fell on 86½ days.

Mean of rain-fall 39·89 inches; and mean of snow-fall 66·89 inches, equal to 7·43 inches of water.

The Mean Summer Temperature.

At Greenwich	60° 88
" Paris.....	60 02
" Berlin	64 04
" London (England).....	64 01
" Hamilton (Canada).....	72 35
" Quebec "	65 34
" Pictou (Nova Scotia).....	63 52

The temperature required for the cultivation of wheat, in Canada West, is 57°.

At Pictou, Nova Scotia, upon an average of nine years, it stormed 115·8 days, thus leaving 249·2 days of the year for outdoor labor.

The official statistics of Canada and the United States show the average longevity to be nearly 70 per cent. less in Illinois than in Canada. In Canada West the annual mortality, per thousand, of the population is 8·0, while in Illinois it is 13·6. This difference is accounted for by the great number of diseases produced by malaria. The prairie lands of the Far West, fertile though they be, are wanting in two of the most important elements of civilization—wood and water—which British North America has in great abundance.

There are no endemical, and few epidemical diseases in British North America. The country is remarkably healthy, as the longevity of human life fully testifies. The frosts are less severe than in many of the populous countries of Christendom, and the summers are less calid than in many of the southern climes where civilization is making rapid progress. Indeed, the climate of one-third, at least, of British North America, is highly adapted to the progress of civilization.

GEOLOGICAL.

In viewing the physical structure of British North America several geological areas naturally present themselves, a mere outline of some of which is all our limits will allow; we therefore leave the reader to fill in the details from the able geological works of *Sir William E. Logan*, *Professor Dawson*, and *Doctor Gesner*.

The first subdivision embraces Canada East, New Brunswick, Nova Scotia, P. E. Island, Newfoundland, and the Island of Anticosti, and a part of the adjoining States of the American Union. This extensive section may be described as part of a

great sedimentary trough, resting upon granite and primary rocks, the centre of which is occupied by an immense coal field, covering one-third of New Brunswick, a considerable part of Nova Scotia, and the southwest section of Newfoundland, while a large portion of it is lost beneath the Gulf of St. Lawrence. Within this carboniferous area some of the coal fields of Nova Scotia, and the Albertite coal of New Brunswick, are of great economic value. The coal formation seems to rest unconformably on the subjacent rocks. These lower formations, in Canada, lie north of the River St. Lawrence. The carboniferous system overlies the Devonian and Silurian formations. The Atlantic frontier of Nova Scotia is highly metamorphic, consisting of altered rocks, such as gneiss, clay, mica, slates, and quartz rocks; the latter is very hard, and yields slowly to abrasion, or the action of the elements. It is in this metamorphic district that the recent discoveries of gold have been made, the geological age of which has not yet been determined. It is older than the carboniferous, and may be older than the Devonian rocks.

Within this sedimentary basin, the Devonian, Upper and Lower Silurian, Cambrian, Carboniferous or Grey Sandstone, and Red Sandstone formations, appear in various places.

If, as Professor Johnston says, "the agricultural capabilities of a country depend essentially upon its geological structure," it is very important that the geological formations of this sedimentary section of British North America should be minutely defined.

The next great geological area comprises the principal part of Canada West, and extends into the adjoining States. The rock formations which cover a large part of this section, may be described as a basin of fossiliferous strata, conformable from the summit of the coal measures to the bottom of the very lowest formations, containing organic remains. It is believed, however, that the profitable portion of the three great coal fields of the United States, which covers an aggregate area of 120,000 square miles, does not come within the province of Canada. These coal fields belong to the Devonian and Silurian epochs. The lowest of

the fossiliferous strata is a sandstone of variable quality, which is silicious at the bottom, and calciferous at the top. It underlies a thick and very extensive deposit of limestone, containing organic remains. This limestone formation extends into Lower Canada also, where lime is manufactured, in the vicinity of Quebec, and other places. A bed of limestone, 35 miles in width, runs from Kingston to Georgian Bay.

There are numerous parts within the geographical limits of the rock formations of Canada West, where tertiary and alluvial deposits, the former consisting of beds of clay, sand and gravel, and the latter of alluvial drift, associated with boulders of igneous origin, peat, marl, and bog iron ore, appear in great abundance. On the summits of some of the tertiary hills, from 300 to 500 feet above the level of the sea, numerous marine shells, of the same species as the shell-fish which now inhabit the Gulf of St. Lawrence, and northern seas, have been found.

The sandstones, like those of Eastern Canada and the Lower Provinces, present various lithological appearances.

The third geological area lies north of Lakes Huron and Superior, and the River Ottawa. This section, though not yet fully explored, is found to contain many useful minerals, such as copper and lead ores, marbles, limestone, plumbago, porcelain clays, and magnetic and specular oxides of iron, in great abundance.

Of the geological features of the fourth great area, drained by the Saskatchewan and Mackenzie Rivers, lying between Lake Superior and the Rocky Mountains, as well as of that lying between this section and the Pacific Ocean, little is yet known. Even British Columbia, the richest gold district in the world, has not yet been surveyed, except by the footsteps of miners and trappers.

THE GEOLOGICAL STRUCTURE AGRICULTURALLY CONSIDERED.— After removing the loose covering of the earth, the underlying soils will be found generally to partake of the chemical character and composition of the subjacent rocks; if sandstone, the soil is sandy; if limestone, it is more or less calcareous; if

claystone, it is more or less stiff clay ; and if these substances are all found intermingled, that is sandstone, claystone, and limestone, the soil will be found to be composed of a similar mixture. Soils generally have been formed of the solid rock.

The following definitions, where the climate is suitable, may be generally adopted :

1. The soils of the red sandstones form some of the richest and most productive lands in these Provinces—as those of Prince Edward Island, parts of Canada, Nova Scotia, and New Brunswick.

2. The grey sandstone forms second rate soils, requiring much labor and skill to render them profitable. The gray sandstone of the British North American provinces is of variable quality ; forming, in some instances, a light, porous, and hungry soil ; while in others, a stiff clayey soil, expensive to work, but productive when properly tilled.

3. The soils formed by the crumbling of the rocks composing the Silurian and Cambrian systems—mica slate, gneiss, and trap—are not generally favorable to agricultural operations, except where lime and magnesian rocks mingle their remains, when soils of a fair character are produced.

4. Valuable soils are produced where a limestone and a clay mingle their mutual ruins.

5. Some of the best soils in these provinces are composed of alluvial and sedimentary matter, consisting of crumbled rocks and decayed vegetation—as river intervalles and valleys, and the marshes of Nova Scotia and New Brunswick, surrounding the head waters of the Bay of Fundy.

MINES AND MINERALS.

CANADA.—This Province contains gold and silver ; the former in large quantities ; copper in great abundance, extensive deposits of iron ore, galena, plumbago, gypsum, limestone, marbles, building stones, and other ores and minerals of economic value, which are being rapidly developed.

Native silver has been discovered in numerous places, and small quantities have been obtained from the copper and lead mines.

At Battersea, fifteen miles from Kingston, there is a valuable deposit of galena; it has been found also in other places. Copper has been found in great abundance on Lakes Huron and Superior, in Upper Canada, and at Acton, in Canada East; and sulphurets of copper of various characters, and native copper in small quantities, have been found in many places, in both Upper and Lower Canada. At the Acton mines, in Bagot County, where the facilities for transportation are excellent, the copper is valued at \$150 per ton, and a large business in mining is being done. In the Quebec group of rocks, on the south side of the St. Lawrence, abundant deposits of copper are found.

The census of 1861 shows the product of the Canadian mines to be as follows:—In Bagot County, Canada East, 3,293 tons of copper ore, value \$162,179, was mined; and in Champlain County, 17,877 tons iron ore, valued at \$5,390, was mined.

At Leeds, Megantic County, a valuable deposit of copper ore has been discovered, and extensive mining operations are there carried on with skill and profit.

Very valuable copper-bearing rocks have been discovered on Lakes Huron and Superior; those on the Canadian side are the richest. In 1859 there were 7,000 tons shipped from Lake Superior mines. According to the census report of 1861, 1,011 tons of copper, worth \$328,581, were raised, principally in the Algoma District, Canada West. Copper mining has been prosecuted in Canada for many years; in 1853 copper was exported to the value of \$92,080.

Iron ore is abundant, and smelting has been carried on, successfully, at the St. Maurice, in Lower Canada, for the last century. The iron produced is excellent.

At Radnor, Islet, and other places in the same district, extensive deposits of iron ore have been discovered. Several of these mines are producing large quantities of iron of a superior quality.

At South Sherbrooke, Marmora, Hull, Madoc, &c., magnetic iron ores, containing from 40 to 50 per cent., and of excellent quality, are in great abundance, and mining is carried on with success. Specular iron ore is abundant on Lake Huron, and other places in Canada West, and bog ore is abundant in all parts of Canada. Petroleum, naphtha, asphalt, &c., are also found.

Petroleum springs have been found in Enniskillen and other places in Canada. The oil, which is obtained by boring, is said to be derived from Silurian, Devonian, and Carboniferous rocks, and is conjectured to be a product of the chemical action by which ligneous matter is transmuted into coal. To obtain the petroleum, borings are made to the depth of from 150 to 500 feet. The oil region is said to cover about 7,000 square miles. The oil is used for illuminating and lubricating purposes.

When first opened these wells produced large quantities of oil. Some of them have now ceased to discharge oil; others continue to produce, but in much smaller quantities than at first.

Silver has been found in small quantities, and numerous deposits of copper are known to exist. On the Nepisiguit River, Bay Chaleurs, on the Bay of Fundy coast, and at Woodstock, the ores are most abundant.

GOLD MINES.

There is a large auriferous district, on the south side of the River St. Lawrence, in Lower Canada. It is about thirty years since gold was first discovered in this district; but it is only within the last two years that public attention has been generally directed to it.

The principal part of the Quebec group of rocks, south of the St. Lawrence, contains gold in small quantities. The gold exists in quartz rocks, and in alluvial and diluvial deposits. It has been found most plentiful along the valley of the Chaudière, and other rivers in the Eastern Townships.

As to the richness of these mines, Sir William Logan, the Canadian geologist, says: "the deposits will not in general remunerate unskilled labor, and that agriculturists and others engaged in ordinary occupations of the country, would only lose their labor by turning gold hunters."

In some places, however, gold has been found sufficiently plenty to pay the cost of procuring it. Several Companies are now organized with a view of testing the extent and capabilities of these gold fields. Some of the Companies have already procured considerable gold.

It is highly probable that these gold fields extend across the central part of New Brunswick, in the direction of the Bay of Fundy. Gold has been found in small quantities on the Tobique River, a northern tributary of the St. John.

NEW BRUNSWICK.—In this province, iron ore, of an excellent quality, is very abundant; also valuable mines of manganese, antimony, coal, and copper.

Gold has been found in small quantities on the Tobique River and other places.

We have no doubt but what the geological survey, now being made of the Cambrian, metamorphic, and trap rocks of this province, will well repay its cost.

There is a deposit of highly bituminous coal in Albert county. It is a kind of asphaltic coal; and locally called by geologists, for want of a better name, *Albertite*. It is the most valuable deposit of bituminous matter known to exist on the American continent. It produces 100 gallons of crude oil per ton; and \$230,000 worth of it is annually exported to the United States.

With one or two exceptions, besides that of the Albert deposits, the coal-field of this province, though covering one-third its area, is not, so far as tested, of great economic value; the measures being generally thin, and of an impure quality. However, new deposits are frequently being discovered; some of which are far superior in quality, and greater in magnitude, than those first discovered.

Coal is known to exist in upwards of fifty places in the pro-

vince, but little has been done in mining it; the principal part of the coal used is imported from Nova Scotia. Coal was raised, in 1851, to the amount of 2,842 tons; in 1861, 18,244.

Manganese of the best quality is abundant in Albert County, where mining has been prosecuted for several years.

Iron ore of excellent quality is very abundant at Woodstock, where mining operations have been successfully carried on for a number of years.

There are many places on the River St. John, and other sections of the province, where iron ore of good quality exists.

Gypsum, plumbago, and limestone are very abundant. Small quantities of galena have been found. Brine springs abound in King's County.

The freestone of New Brunswick is unsurpassed, in this section of America, for beauty and durability; it commands high prices in the markets of the American States.

In 1861, there were taken out 42,965 casks of lime; 42,476 grindstones; 14,080 tons building stone; 14,000 tons of gypsum, and 408 tons of other minerals.

Antimony.—A valuable mine of this mineral has been discovered in Prince William in the County of York. It has, like many of the mines of the Lower Provinces, fallen into the hands of a United States Company, who are procuring large quantities of the ore.

PRINCE EDWARD ISLAND.—But few minerals of economic value have been discovered in this province. Copper, and bog iron ore are known to exist in small quantities.

Impure limestone exists in numerous places, and small quantities of the oxide of manganese have also been found.

The sandstones may be classed under two heads, red and grey—the former covers a large portion of the island.

NOVA SCOTIA.—This is one of the most important sections, in a geological and mineralogical point of view, on the Atlantic side of British North America. It is rich in gold, coal, iron ore, and other valuable minerals.

Comparative Statement of Coals raised, sold, and exported from the Mines of Nova Scotia, during the years 1862 and 1863.

NAME OF MINE.	Total quantity Raised, Sold, and Exported			
	Large, 1862.	Slack, 1862.	Large, 1863.	Slack, 1863.
	Tons.	Tons.	Tons.	Tons.
Albion Mines, Pictou..	183064	18678	175673	22640
Sydney Mines, C. B....	108594	3087	102785	1558
Joggins, Cumberland..	3242	105	4425	223
Lingan, C. B.....	33574	629	35907	151
Little Bras D'Or.....	3403	500	2387	524
Ditto	2522	25	1109	150
Ditto	1363	18	726	79
Great Bras D'Or.....			3542	426
Union Mines.....	2062	286	3699	499
Glace Bay.....	7523	207	26209	515
Big Glace Bay.....	30		484	24
Shooner Pond.....	370		1303	57
Cow ^d Bay, Block House.	16809	135	15690	
Ditto			11764	3306
False Bay.....			540	
Little River, Richmond.			888	211
Sea Coal Bay.....			219	
North Sydney.....				32
River Hebert.....	3421	1463	6058	3050
Maccan Mines.....				
Fraser Mines, Pictou...	352	370	1297	1171
	366329	25503	394705	34616

In 1852 the Albion Mines only produced 34,873 chaldrons, and in 1853, 44,434; and Sydney Mines produced in these years respectively 28,146 and 27,578 chaldrons. At these dates but few of the other mines now producing, were opened. These figures compared with those of the foregoing table show a remarkable increase in one decade.

The vertical thickness of the Pictou coal vein is 36 feet; Lingan, nine feet; Joggins, four feet; the Cape Breton coal vein is also of great thickness. The coal field of Sydney covers an

area of 250 square miles. Each square mile, of 24 vertical feet of coal, will yield 23,000,000 tons.

The facilities for shipment from the coal mines of Nova Scotia are excellent.

Iron ores, of various descriptions, and containing large percentages of excellent iron, are found in numerous places. The principal deposit is at Londonderry, on the southern slope of the Cobequid Mountains. The vein is 120 feet in breadth, and produces 60 per cent. of the best quality of iron.

Smelting has been commenced, and, in 1859, \$65,000 worth was exported. Smelting works have also been established at the Nictaux River, and at Clements, in the County of Annapolis. The Nictaux vein is six feet thick, and of good quality.

There is an extensive bed of ore on the East River, Pictou, near the Albion Coal Mines. It contains about 42 per cent. of metal. There are many other places where smaller deposits are found, and bog iron ore is very abundant. There are eleven iron foundries in operation throughout the province, valued at \$114,600.

The quantity of iron smelted in 1851 was 400 tons, and in 1861, 1,200 tons, valued at \$80 per ton.

Copper ore has been discovered, in small quantities, in six or seven different localities, in the province. In the County of Pictou, and other places, the ore is sufficiently rich, if larger deposits could be found, to remunerate labor and costs.

Gypsum is very abundant, in numerous places. In 1851, 79,795 tons were exported, valued at \$41,992. In 1861 the quantity exported was 126,400 tons, valued at \$85,076.

There were 46,496 grindstones made in 1861, of the value of \$44,100. The number made in 1851 was 37,570, valued at \$23,428.

Limestone is abundant.

Marbles, manganese, galena,—the latter in small quantities; building stones of every description, and in great abundance; mineral paints, brine springs, &c. There is a seam of highly bituminous coal, situate at Coal Brook, in Pictou County. It

underlies the Albion coal seams, and is known as the "Fraser Oil Coal." It produces 70 gallons of crude oil per ton. In 1860 2,000 tons were raised.

Gold Fields.—The metamorphic district of this province, which is the most rugged and uninviting portion of its surface, is now, beyond dispute, one of its richest sections. The hills and vales of its Atlantic frontier, which have been heedlessly trodden, for untold centuries, by wandering Indians, are now yielding their treasured wealth to the hand of civilization.

Facing the seaboard, numerous estuaries, bays, and rivers wind between the spurs of the hills, giving to this section of the country a picturesque appearance. Along the coast-line for 250 miles, and for thirty miles inland, gold-bearing quartz has been found.

By what exact agency, and at what geological epoch, gold was formed among the granite and metamorphic rocks, and distorted and sedimentary strata of Nova Scotia, is a secret not easily divulged. This part of the province has probably been the theatre of igneous action, and to that action, and its influence upon the contiguous rocks, may be attributed the formation of gold. The gold exists chiefly in quartz bands, five or six in number, running nearly parallel to the Atlantic seaboard of the province. Each band consists of numerous veins, or in gold-mining parlance, "leads," which vary in thickness from a fraction of an inch to several feet; of various degrees of hardness and richness, and at various depths from the surface.

Generally the quartz rock is hard, and yields slowly to abrasion or the action of frost. In some places the veins are folded and otherwise distorted; in others, they follow the geographical undulations, and geological sinuosities of the subjacent, overlying, and contiguous rock. In a few places, auriferous drift, the result of disintegration of pre-existing quartz veins, and decomposed rocks, afford "alluvial," or "placer" diggings; but not, so far as known, of sufficient extent and richness to warrant extensive operations. The richness, depth, and dip of the veins appear to be governed by no immutable law. In some places

the richest veins are deep in the earth, while in others they are near the surface. It is only by denudation that the leads can, in some places, be traced.

It is now beyond dispute that there are vast quantities of gold locked up in these quartz bands, which can only be brought to light by skill, industry, and large pecuniary appropriations. It is needless for those of small means to undertake quartz mining in Nova Scotia. By the skilful application of means, however, gold in vast quantities may be obtained. Many of the veins are highly remunerative, and richer ones are continually being discovered. Some of the more recently discovered veins descend perpendicularly, to a great depth, from the surface, between walls of other rocks, of various kinds, and of different degrees of hardness, which are generally removed by blasting, when the quartz is obtained. Crushing machines have been erected in the principal mining localities.

Situated, as these mines are, in the vicinities of excellent roads, growing towns and settlements, and navigable waters, their commercial importance cannot be too highly estimated.

It is now believed that the diffusion of gold is as general, throughout the world, as that of other metals. Almost every year adds new gold fields to the already numerous catalogue.

These discoveries seem recently to have followed each other in such rapid succession, that it is impossible, even for geologists, to predict what new discoveries a year may bring forth. The effects of such discoveries, upon the social character, are not more remarkable than the discoveries themselves. The diffusion and intermingling of different races of our being, has, no doubt, a moral effect. Law and order have, for a time, been subverted in some places; but this is not the case in Nova Scotia, although a large influx of population has repaired to the "diggings." In reality, law and order are not more highly respected in any part of the world.

Gold has been discovered at sixty or seventy different places in the province, but regular mining operations have been carried on only at the following places: At Lunenburg, 75 miles

west of Halifax; at Waverley, 10 miles from Dartmouth, on the road to Truro; at Lawrencetown, 12 miles eastwardly from Halifax, on the shore; at Tangier, 45 miles east of Halifax; at Wine Harbor, 55 miles east of Tangier, and near the mouth of St. Mary's River; at Sherbrooke, 8 miles up the said river; at Isaac's Harbor, 15 miles east of Wine Harbor; at Country Harbor, a few miles further inland than the last named locality; at Renfrew, on the Nine Mile River, in the County of Hants; and at Oldham, in the County of Halifax; these two last named gold fields being, respectively, only ten and three miles distant from the Elmsdale railway station, which is 30 miles from the City of Halifax. Mines have recently been opened at several other places; but the above are the principal mining localities.

In Nova Scotia, as in other gold-producing countries, gold mining is among the industrial pursuits; and is superintended by a commissioner, and deputy commissioners, who regulate the disposal of claims, and the collection of revenue from the gold fields, under Acts of the Legislature.

In all lots a royalty upon the gross amount of gold mined, is to be paid to the government.

Many of the mines yield largely and are highly remunerative; others afford fair returns; while some have not afforded sufficient returns to pay expenses, which is a common result in mining operations in all countries.

The gross amount of gold, officially reported, obtained in 1862, was 7,275 ounces—worth about \$132,000; in 1863 the quantity obtained was valued at \$280,000. These amounts are exclusive of large quantities in the shape of nuggets, of which the gold commissioner received no account.

The quantity of gold thus obtained from the mines of this Province would afford an average of over one dollar per day to each of the 500 persons employed in the mines, exclusive of expenses.

The principal part of the mines of Nova Scotia are now falling into the hands of large companies, who are enabled to bring

more skill and means to bear on these operations than those did who first commenced gold mining in this Province.

The yield in 1864 will far exceed that of the previous year.

BRITISH COLUMBIA AND VANCOUVER ISLAND.—Rich gold fields have, within the last year, been discovered in Vancouver Island and other places on the Pacific coast; and the whole of British Columbia is interspersed with gold fields of great area. Those of Cariboo district are the richest in the world.

The exports of gold from British Columbia was, in 1858, valued at \$337,775; in 1859, \$1,211,309; in 1860, \$1,303,332; in 1861, \$1,636,870; in 1862, \$2,167,183; and in 1863, \$2,935,170. These amounts were exclusive of large quantities not reported.

There are two silver mines, one at Cariboo, and another at Hope. The latter is worked, and found highly remunerative. Copper and iron ore exist in numerous places. There is an extensive deposit of remarkably fine coal in Vancouver Island. It is divided into three seams—respectively 3 feet 10 inches, 5 feet, and 2 feet 5 inches. It is worked at Nanaimo, a growing town, and is traceable throughout a large extent of the Island. In 1863, 22,000 tons of this coal was exported to San Francisco.

The mineral and other valuable resources on the Pacific side of British North America are only beginning to be known.

The gold-bearing districts of British Columbia differ materially from those of Nova Scotia. In the latter, gold is found most abundant in the quartz rocks, while in the former it is found most plentiful in the beds of streams, plains, gulches, and in the valleys between the hills. At the source of the Fraser, and other rivers, the gold, being nearer the quartz rocks, from whence it is derived, is found in large "nuggets," which, in the descent, become finer and finer, until it is found near the mouths of the rivers, and at Vancouver Island, as fine as dust. In this section, by the process of disintegration, commenced in remote ages, the quartzitic rocks have become pulverized, and, washed by the torrents sweeping down the mountain slopes, the gold has been deposited among the sand, gravel, and clays of the lower countries.

In some places the gold is found plentiful near the surface, among alluvial matter, of which it composes a part; in others, it is found deep in the banks of streams, and in the clays of the table land.

Rich quartz rocks abound in the interior of the country.

The general distribution of gold and other useful minerals throughout British North America, has induced a large number of persons to abandon farming and other profitable pursuits, and undertake mining operations. A few have made large amounts; a larger number have made fair wages; and a much larger number, comparatively, have spent their time and means for nothing, and even sacrificed their health, and at last have had to abandon their mines, or dispose of them to capitalists at a great sacrifice.

Mining operations are generally very expensive, and only can be carried on by means of skill and large pecuniary appropriations. It would be well for those, especially who have good lands, not to neglect the tilling of the soil, which seldom fails to produce the comforts of life, for gold mining, which is so uncertain in its results.

Estimates of Coal.

	SQUARE MILES.
British North America contains	7,500
Great Britain "	5,400
France "	984
Belgium "	510
Russia "	100
Spain "	200
Bohemia "	400
United States "	199,000

The coal fields of all Europe amount to only 9,090 square miles, while those of British North America comprise 7,500 square miles. The extent of the United States coal fields has no parallel.

The coal fields of Europe are said to be much thicker than those of America.

NEWFOUNDLAND.—This island was surveyed, geologically, in 1839 and 1840. From this survey it appears that the aqueous, or stratified rocks, consist of "upper and lower coal formation, magnesian limestone, upper and lower slate formation, gneiss, and mica slate. There are also chlorite, quartz rock, primary limestone, granite," &c. It is now generally believed that this Colony is rich in useful minerals. Silver, copper, galena, marble, limestone, gypsum, roofing slate, and coal, the latter in small quantities, are of frequent occurrence. A silver mine is being worked, on a small scale, at Placentia Bay. There is a rich mine of copper, called the "Terra Nova" mine, to the northward, on what is called the French Shore. At La Manche, in Placentia Bay, there is a rich lead mine, of which Professor Shepard, in a recent report, says, "I saw three thousand five hundred pounds of clean, pure galena, thrown from the vein by a single blast. * * * * From my explorations, made with great care and circumspection, I feel confident that you may safely calculate on one hundred feet of the vein, in depth, above water level, extending twelve hundred feet inland, at least. I have estimated four inches of solid galena as an average thickness therein; but believing it better to be under estimate, rather than exceed, I will call the average thickness three inches for twelve hundred feet from the landmark, and one hundred feet in depth above the sea level. This will give thirty thousand cubic feet of solid galena, which is a little more than seven times as heavy as the same bulk of water;" which gives "a product of upwards of thirteen millions of pounds, together with the additional chances of quadrupling that amount by sinking below the sea level, and extending inland. The mining is the easiest imaginable." He places it on a par "with the greatest lead deposits in the United States." And adds, "that this mine is accessible, not only by small boats, but even the smaller class of ocean steamers." On analyzation, a sample was found to contain 83·64 of lead, 13·87 of sulphur, and the remaining 2·49 parts consisted of silver, copper, zinc, carbonate of lime, and silica. This valuable mine has fallen into the hands of a New York

Company. Another mine has been discovered in the same vicinity.

Mining, in Newfoundland, is still in its infancy; future researches, and the application of skill and capital, have, on this island, a favorable field for operations.

BOTANICAL.

Classification and Uses of some of the different Varieties of British North American Woods and Shrubs.

1. Order *Acerinæ*.

- | | |
|-------------------------------------|--|
| Acer Saccharinum—White Sugar Maple. | } Highly ornamental, and much used for cabinet work. Of the sap of the two first, sugar is made. |
| “ Nigrum—Black Sugar Maple. | |
| “ Dasycarpum — Soft Sugar Maple. | |
| “ Rubrum—Red Maple. | |
| “ Striatum—Striped Maple—Moosewood. | |
| “ Montanum—Mountain Maple. | |

2. Order *Betulaceæ*.

- | | |
|------------------------------------|--|
| Betula Excelsa—Yellow Birch. | } Excellent for cabinet work, agricultural implements, shipbuilding, &c. |
| “ Nigra—Black Birch. | |
| “ Papyracea—White Birch. | } Bark used by the Indians for covering their canoes and wigwams. |
| “ Lenta—Cherry Birch. | |
| “ Populifolia—Poplar-leaved Birch. | |

Alnus Serrulata—Alder.

Carpinus Americana—Hornbeam, used for agricultural implements.

3. Order *Cupuliferæ*.

Fagus Sylvatica—White Beech.	} Used for agricultural im- plements, and shipbuilding. There are twenty varieties of oak in B. N. America. White oak abounds in Can- ada, and is much used for shipbuilding and puncheon and barrel staves. It cuts to about 18 inches square, and about 50 feet long.
" Ferruginea—Red Beech.	
Quercus Rubra—Red Oak.	
" Alba—White Oak.	
" Ambigua—Gray Oak.	
" Nigra—Black Oak.	
" Bicolor—Swamp White Oak.	
Castanea Vesca—Chestnut.	
Ostrya Virginica—Iron Wood.	
Corylus Americana—Hazel.	

4. Order *Oleaceæ*.

Fraxinus Acuminata—White Ash.	} Used for cabinet work, farming implements, bas- kets, &c.; white ash, for making oars; and some are ornamental.
" Sambucifolia—Bl'k Ash.	
" Juglandifolia—Swamp Ash.	

5. Order *Ulmaceæ*.

Ulmus Americana—White Elm.	} The wood is used for ox bows, and is very elastic. The bark is used for chair- bottoms.
" Fulva—Red or Slippery Elm	
" Racemosa—Rock Elm.	
" " —Gray Elm.	

6. Order *Juglandaceæ*.

Juglans Cinerea—Butternut.	} Used for cabinet work. It is highly ornamental, and unequaled for beauty on the American continent.
" Nigra—Black Walnut.	
Carya Alba—Shell Bark Hickory.	} Used for implements of hus- bandry.
" Tomentosa—Smooth Bark Hickory.	
" Glabra—Pignut.	
" Amara—Bitternut.	

7. Order *Saliaceæ*.

Populus Tremuloides—Aspen Pop- lar.	} Used in the manufacture of sleighs, and other vehicles. It is very light when sea- soned.
" Grandinata—Tree Poplar.	
" Candicans—White Leaved Poplar.	

- Populus Monilifera—Necklace Pop-
lar. } Used for ornamental pur-
Salix Nigra—Black Willow. } poses.
" Erioccephala—Swamp Willow. }
" Viminalis—Basket Willow, used in basketmaking.
Rose Willow, bark medicinal.

8. Order *Amygdaleæ*.

- Pyrus Microcarpa—Rowan or M'tn
Ash. } Produces edible fruit. The
Cerasus Pennsylvanica—Red Ch'ry } wood of some of the cherry
" Serotina—Black Cherry. } trees is very durable and
" Virginiana—Choke Cherry. } highly ornamental.
Prunus Americana—Wild Plum. }

9. Order *Rosaceæ*.

- Cratægus Punctata—Apple Th'n. }
" Coccinea—Red Thorn. } Produces edible fruit abund-
" Crus—White Thorn. } antly.
Amelanchier Canadensis—Service }
Berry. }
Rubus Strigosus—Raspberry. }
Rosa Gallica—Red Rose, a beautiful hedge ornament.

10. Order *Caprifoliaceæ*.

- Viburnum Lantanoides—Moose }
Bush. } The berries are edible, es-
" Oxycoccus—Tree Cran- } pecially those of the Tree
berry. } Cranberry.
Cornus Canadensis—Dogwood. }
Sambucus Pubescens—Red Berried Elder.

11. Order *Tiliaceæ*.

- Tilia Americana—Basswood, used in the construction of car-
riages. It is light and durable.

12. Order *Anacardiaceæ*.

- Rhus Typhina—Sumach.

13. Order *Lauraceæ*.

- Sassafras Officinale—Sassafras.

14. Order *Platanaceæ*.

- Platanus Occidentalis—Buttonwood, American Sycamore.

15. Order *Coniferae*.

Pinus Strobus—White Pine.
 “ Resinosa—Red Pine.
 “ Rigida—Pitch Pine.
 “ Mitis—Yellow Pine.
 “ Canadensis—Heml'k Spruce.
 “ Nigra—Black Spruce.
 “ Rubra—Red Spruce.
 “ Alba—White Spruce.
 “ Balsaminea—Balsam Fir.
 “ Pendula—Larch, H'kматаck.
 Thuja Occidentalis—White Cedar.
 Taxus Canadensis—Gr'd Hemlock.
 Juniperus Communis—Ground Juniper.

The principal part of this family is highly useful, both for home consumption and for exportation. The pines and spruces are used in shipbuilding; also, sawed into deals for exportation. The hackmatack is a superior wood for shipbuilding, railway sleepers, &c. The white pine of Canada occasionally reaches 200 feet in height, will square 20 inches, and 60 feet long.

The following is a catalogue of the principal forest woods, with their English, French and Botanical names, found by G. F. Baillargé, Esq., C. E., in his exploration of the Gaspé District in Lower Canada, in 1862:

ENGLISH NAME.	FRENCH.	BOTANICAL.
Yellow Pine.....	Pin Jaune.....	Pinus Variabilis.
White Pine.....	Pin Blanc.....	Pinus Strobus.
White or Sea Spruce..	Epinette Blanche....	Abies Alba.
Grey Spruce.....	Epinette Grise ou Epinette de Savanne. .	Abies Nigra (Poixet).
Red Spruce or Tamarac	Epinette Rouge.....	Abies (Larix) Americana..
Black or Double Spruce	Epinette Noire.....	Abies Nigra (Michanx).
Fir Balsam.....	Sapin.....	Abies Balsamea.
Red Cedar.....	Cèdre Rouge.....	Thuja Occidentalis.
White Cedar.....	Cèdre Blanc.....	
Hard or White Maple.	Erable Blanche.. .	Acer Saccharinum.
Grey Maple.....	Erable Grise.....	
Soft Maple.....	Plaine.....	Acer Rubrum.
Striped Maple.....	Bois Barré.....	Acer Striatum.
Black or Red Birch...	Merisier Rouge.....	Betula Lenta.
Yellow Birch.....	Merisier Blanc.....	Betula Excelsa.
White Birch.....	Bouleau Rouge.....	Betula Populifolia.
Canoe Birch.....	Bouleau Blanc.....	Betula Papyracea.
Balsam Poplar.....	Peuplier.....	Populus Balsamifera.
Aspen or White Poplar	Tremble.....	Do Tremuloïdes.
Black Ash.....	Frêne Noir.....	Fraxinus Sambucifolia..
White Ash.....	Frêne Blanc ou Franc Frêne.....	Do Acuminata.
White Elm.....	Orme.....	Ulmus Americana.
Mountain Ash.....	Cormier, Maskouabina	Pyrus or Sorbus Americana..
Wild Red Cherry.....	Merise.....	Cerasus Pennsylvanica, or Prunus Borealis.
Alder.....	Aulne.....	Alnus Incana.
Mountain Maple Shrub	Bois Boc.....	Acer Spicatum.
Hazel Nut, or Beaked Hazel.....	Coudrier Noisetier..	Corylns Americana.
Dirca Palustris.....	Bois de Plomb.....	Moose or Leather Wood.
Willow.....	Saulo Jaune et Blanc.	Salix Lucida.
Hobble-bush.....	Bois d'original.....	Viburnum Lantanoïdes.
High Cranberry.	Pimbina.....	Viburnum opulus.
Ground Hemlock.....	Bois.....	Taxus Canadensis.

The foregoing woods are found in almost all parts of the woodland sections of British North America, except the families of *Cupuliferæ* and *Juglandaceæ*, which are more particularly the produce of the western section of Canada, while those of the *Acerinæ* and *Coniferæ* are more particularly that of Canada East and the Lower Provinces, except Newfoundland, where the forest woods are comparatively few in number, and generally of a small growth.

Not less than fifty of the woods of these provinces grow to be large forest trees, averaging in size from one foot in diameter at the trunk to the great pines of Canada East and New Brunswick.

Of the woods of British North America, Canada sent to the London Exhibition 98 specimens, and 490 native plants; New Brunswick 76; Nova Scotia and the other colonies also sent a large number of specimens of woods, and native plants.

At Red River the oak, sugar maple, cedar and ash cease to grow. The only trees are spruce, scrub pines, balsam, aspen, poplar, and birch. Further north there are nothing but sombre forests of worthless timber.

On the alpine region of the Rocky Mountains, from 6,500 to 9,000 feet above the level of the sea, Doctor Hector found 819 species of flowering plants and ferns, which is nearly one-half of the flora of British North America.

Indigenous fruit of most every variety is very abundant. Much of it is highly delicious and medicinal. In the maritime provinces, cranberries, a most useful product, are very abundant, and command two dollars per bushel in the markets. Strawberries, a very delicious fruit, literally cover the pasture-fields during early summer; and raspberries, a highly esteemed fruit, are also abundant. Most all the inferior soils produce blueberries to a great extent. Of the nuts—the beech, butter, and hazel, are the principal.

There are numerous other edible berries among the indigenous products of America, which are also much esteemed.

In British Columbia many of the forest trees assume large dimensions. The Douglas Pine ranges from 200 to 300 feet in height, and from four to ten feet in diameter. The specimen sent to the London Exhibition in 1862, even exceeded the largest of these dimensions. The white pine is a much smaller tree. Cedars grow as large, though not so high as the Douglas pine. The other soft-woods are fir, spruce, balsam and hemlock. Of the deciduous trees, the principal are: maple, cottonwood, hazel, alder, dogwood, crab-apple, cherry, and Indian pear tree. Among the fruits, strawberries, raspberries, cranberries, gooseberries, salmonberry, huckleberry, serviceberry, and salad. Hemp and flax grow wild.

ZOOLOGICAL.

Order—*Carnivora*—or flesh-eating animals. The bear, wild cat, wolf, red fox, silver-gray fox, wolverine, raccoon. There are several species of weasel, and five species of the mouse, mole, bat, martin, otter.

Order—*Ruminantia*—ruminating animals. Caribou or reindeer; moose or elk.

Order—*Rodentia*—gnawing animals. The beaver, porcupine, hare or rabbit, woodchuck, squirrels, several species; muskrat.

The writer is indebted to George A. Boardman, Esq., of St. Stephens, N. B., for the following catalogue of animals found by him in the southern part of New Brunswick:

SCIENTIFIC NAME.	AUTHORITIES.	REMARKS.
<i>Neosorex palustris</i>	Verrill.....	Shrew.
<i>Sorex Fosteri</i>	Rich.....	" very rare.
" <i>platyrhinus</i>	Wagner....	Eared Shrew, more common.
" <i>Cooperi</i>	Bach.....	Cooper's Shrew.
" <i>Thompsoni</i>	Baird.....	Thompson's Shrew, common.
<i>Blarina Talpoides</i>	Gray.....	Short-tailed Mole Shrew.
" <i>Angusticeps</i>	Baird.....	" not common.
<i>Scalops Aquaticus</i>	Cur.....	Common Mole, common.
<i>Condylura cristata</i>	Illig.....	Star Nose " "
<i>Lynx Rufus</i>	Raf.....	Wild Cat, common.
<i>Lynx Canadensis</i>	".....	Loup Cervier, "
<i>Canis Occidentalis</i>	Rich.....	Gray Wolf, "
<i>Vulpes fulvus</i>	Rich.....	Red Fox, "
" <i>fulvus, decussatus</i> and <i>argentatus</i>		Silver and Black Fox.
<i>Mustela Pennantii</i>	Erx.....	Fisher or Black Cat.
" <i>Americana</i>	Turt.....	Pine Martin or Sable.
<i>Putorius Cicognauii</i>	Bonp.....	Small Crown Weasel.
" <i>Richardsonii</i>	".....	Little Ermine.
" <i>Noveboracensis</i> ..	DeKay....	Ermine.
" <i>Vison</i>	Rich.....	Brown Mink.
<i>Lutra Canadensis</i>	Sab.....	American Otter.
<i>Mephitis Mephitica</i>	Baird.....	Skunk.
<i>Procyon lotor</i>	Storr.....	Raccoon.
<i>Ursus Americanus</i>	Pallas....	Black Bear.
<i>Phoca Vitulina</i>	Linn.....	Common Seal.
" <i>Grœnlandica</i>	Mull.....	About islands in winter.
<i>Stenmatopos Cristatus</i>	Gm.....	Hooded Seal, winter.
<i>Sciurus Carolinensis</i>	Gm.....	Grey Squirrel.
" <i>Hudsonius</i>	Pallas....	Red Squirrel.
<i>Pteromys Volucella</i>	Cuv.....	Flying Squirrel.
<i>Tamias Striatus</i>	Baird.....	Striped " "
<i>Arcetomys Monax</i>	Gm.....	Woodchuck.
<i>Castor Canadensis</i>	Kuhl.....	Beaver.
<i>Iaculus Hudsonius</i>	Wagner....	Jumping Mouse.
<i>Mus decumanus</i>	Pallas....	Brown Rat.
" <i>Rattus</i>	Linn.....	Black Rat.
" <i>Musculus</i>	".....	Common Mouse.
<i>Hesperomys Leucopus</i>	Wag.....	White-footed Mouse.
" <i>Myoides</i>	Baird.....	Hamster Mouse.
<i>Hypudœus Gapperi</i>	".....	Red-back Mouse.
<i>Arvicola riparia</i>	Ord.....	Meadow Mouse.
<i>Fiber Zibethicus</i>	Cuv.....	Muskrat.
* <i>Erethizon dorsalis</i>	".....	Porcupine.
<i>Lepus Americanus</i>	Erx.....	White Rabbit.
<i>Alce Americanus</i>	Jardino...	Moose.
<i>Rangifer Caribou</i>	Aud. & Bach	Woodland Caribou.
<i>Cervus Virginianus</i>	Boddaert..	Deer.

* Cape Breton has no porcupines on it.

REPTILES.—The reptiles are few and harmless ; three species of the snake ; two varieties each of the toad and frog ; two varieties of the lizard ; and two of the turtle.

Newfoundland is without either frogs, toads, snakes, or other reptiles. Squirrels, porcupines, moose, minx, and night-hawks are unknown. The arctic hare is abundant.

The animals common to the Pacific side of British North America are : Caribou or reindeer, mountain sheep, cayots or wild dogs, the latter are frequently domesticated and employed in sledging ; panthers, wolves, otters, beavers, mink, muskrats, silver-gray and red foxes ; grizzly, black and brown bears, and rabbits, are very numerous. Of the furs of these and other animals, the Hudson Bay Company collected £50,000 worth in 1862, in British Columbia alone.

ORNITHOLOGICAL.

The principal part of the birds of British North America are migratory ; they leave for southern climes in the autumn, and return in the spring, though some of the migratory birds of the duck family have been known to remain in the country throughout the year.

The following catalogue contains a part of the birds of British North America :

1. Order *Raptores*—or birds of prey. Under this order there are two species of the eagle, four species of the hawk, and four of the owl.

2. Order *Insessores*—or perching birds. The nighthawk (*Caprimulgus Americanus*) ; the swallow (*Hirundo*) ; song-sparrow (*Fringilla*) ; and chipping-sparrow (*Fringilla Socialis*), are very numerous ; two species of the finch (*Fringilla*). The thrush or robin (*Turdus Migratorius*), arrives early in the spring, and remains until late in autumn ; shore-lark (*Alauda Alpestris*.) There are about thirty species of warblers. (*Sylviadæ*) ; the majority of the warbler family arrive here in spring,

remain a few days, and pass on to Hudson Bay Territory where they bring up their young, returning to southern latitudes as cold approaches. The other birds of the family of perchers are the wren, nüt-hatch, humming bird, snow bird, sparrow, crow, raven, grackle, starling, kingfisher, whip-poor-will, and two species of jay.

3. Order *Scansores*—or climbing birds. There are six species of woodpecker in this section of America.

4. Order *Rasores*—or scraping birds. The ruffed grouse (*Tetrao Umbellus*), or birch partridge, and the spotted or spruce grouse (*Tetrao Canadensis*): this tribe of gallinaceous birds is numerous in North America; pigeons are very numerous also. The principal part of the domestic fowls belong to this order.

5. Order *Grallatores*—wading birds. The crane, snipe, woodcock, coot, and sand-piper.

6. Order *Natatores*—swimming birds. The ducks and geese (*Anatidæ*), are numerous. Of the latter there are three species; the white or snow geese are not common; the other two—gray geese and brant are very numerous, and arrive in the bays and estuaries of the Strait of Northumberland and Gulf of St. Lawrence about the last of March, remain about two months, and pass on to the coasts of Labrador, where they lay and bring up their young, and return in autumn to their old feeding grounds, where they remain until winter sets in, when they leave for the warmer parts of the United States coast. Gulls are also numerous along most all our seaboard. Grebes, auks, and gannets frequent the sea-shore.

Of wild ducks, the case sent by Nova Scotia to the London Exhibition in 1862 represents nearly all that are to be found in British North America, namely: "Wood ducks (*Aix Sponsa*); scaup ducks (*Fuligula Marila*); eider ducks (*Fuligula Mollissima*); king eider ducks (*Fuligula Spectabilis*); blue-winged teal (*Anas Discors*); green-winged teal (*Anas Carolinensis*); Harlequin duck (*Fuligula Histriónica*); ring-necked duck (*Fuligula Rufitorquatus*); dusky duck (*Anas Obscura*); and Shoveller (*Anas Clypeata*)."

Of the birds of North America, Wilson discovered in 1841, 283 species; Bonaparte, in 1858, discovered 471; Audubon, in 1844, 506; and the Smithsonian Institute published, in 1856, a list of no less than 716 species.

A very large number of the feathered tribe are isolated from civilization. Those which follow in the path of civilization, in these colonies, are swallows, which leave the Lower Provinces about the first of September; robins, crows, blue jays, cedar birds, Canada jays, with a few others.

Wild geese, various species of ducks; snipe, teal, widgeon, swans, pheasants, grouse, partridges, prairie-chickens, eagles, sparrow-hawks, mosquito-hawks, owls, woodpeckers, swallows, robins, crows, pigeons, plovers, cranes, magpies, thrush, jays, blue-birds, and humming-birds, are the principal birds of British Columbia.

In 1862 the Natural History Society of Boston published in its transactions a catalogue of the birds found in the southern part of New Brunswick, by George A. Boardman, Esq., of St. Stephen, N. B.

To that list Mr. Boardman added several species; and kindly furnished the writer with the following corrected catalogue, numbering 243 birds. It is the most full and correct list of birds published in the Lower Provinces.

1. *Cathartes aura*, Illig. Turkey Buzzard. Accidental. Only one instance.
2. *Falco anatum*, Bon. Duck Hawk. Resident. Breeds on cliffs at Grand Menan.
3. *Falco columbarius*, Linn. Pigeon Hawk. Resident. Not common. Breeds on sea-shore.
4. *Falco candicans*, Gm.? Gyr Falcon. Only in winter. Very rare.
5. *Falco sparverius*, Linn. Sparrow Hawk. Summer visitant. Common. Breeds in holes in trees.
6. *Astur atricapillus*, Bon. Goshawk. Resident. Common. Breeds. This is the most troublesome hawk to the farmer; it is called blue hen hawk; it flies very fast.

7. *Accipiter Cooperii*, Bon. Cooper's hawk. Summer visitant. Rare.
8. *Accipiter fuscus*, Bon. Sharp-shinned Hawk. Summer visitant. Common. Breeds. Generally called "Pigeon Hawk."
9. *Buteo borealis*, Vieill. Red-tailed Hawk. Summer visitant. Common. Breeds.
10. *Buteo pennsylvanicus*, Bon. Broad-winged Hawk. Summer visitant. Common. Breeds.
11. *Buteo lineatus*, Jard. Red-shouldered Hawk. Probably resident. Not common. Breeds.
12. *Archibuteo sancti-johannis*, Gray. Black Hawk. One last spring. Rare.
13. *Archibuteo lagopus*, Gray. Rough-legged Hawk. Not common.
14. *Circus hudsonius*, Vieill. Marsh Hawk. Summer visitant. Very common. Breeds.
15. *Aquila canadensis*, Cassin. Golden Eagle. Probably resident. Rare on coast.
16. *Haliaetus leucocephalus*, Savig. Bald Eagle. Resident. Abundant. Breeds.
17. *Pandion carolinensis*, Bon. Fish Hawk. Summer visitant. Common. Breeds. Arrives April 10th; leaves September 30th.
18. *Bubo virginianus*, Bon. Great-horned Owl. Resident. Common. Breeds.
19. *Scops asio*, Bon. Mottled Owl. Resident. Not very common. Breeds.
20. *Otus Wilsonianus*, Lesson. Long-eared Owl. Not very common. Breeds.
21. *Brachyotus Cassinii*, Brewer. Short-eared Owl. Not very common. Breeds.
22. *Syrnium cinereum*, Aud. Great Gray Owl. Winter. Very rare.
23. *Syrnium nebulosum*, Gray. Barred Owl. Resident. Common. Breeds.

24. *Nyctale Richardsonii*, Bon. Sparrow Owl. Probably resident. Not common. This is "Tengmalm's Owl" of Audubon. One found in July.
25. *Nyctale acadica*, Bon. Saw-whet Owl. Resident. Common. Breeds.
26. *Nyctea nivea*, Gray. Snowy Owl. Winter. Not common. A pair seen this spring, the last of May, probably had a nest.
27. *Surnia ulula*, Bon. Hawk Owl. Resident. Not very plenty. Breeds.
28. *Coccygus americanus*, Bon. Yellow-billed Cuckoo. Summer visitant. Not common. Breeds.
29. *Coccygus erythrophthalmus*, Bon. Black-billed Cuckoo. Summer visitant. Common. Breeds.
30. *Picus villosus*, Linn. Hairy Woodpecker. Resident. Very common. Breeds.
31. *Picus pubescens*, Linn. Downy Woodpecker. Resident. Very common. Breeds.
32. *Picoides arcticus*, Gray. Three-toed Woodpecker. Resident. Not very common. Probably breeds.
33. *Sphyrapicus varius*, Baird. Yellow-bellied Woodpecker. Summer visitant. Common. Breeds.
34. *Hylatomus pileatus*, Baird. Black Woodcock. Resident. Common. Breeds.
35. *Picoides hirsutus*, Gray. Barred-three-toed Woodpecker. Found several last winter.
36. *Melanerpes erythrocephalus*, Sw. Red-headed Woodpecker. Summer visitant. Rare.
37. *Colaptes auratus*, Sw. Golden-winged Woodpecker. Summer visitant. Common. Breeds. Leaves the last of October. Generally called "Yellow Hammer."
38. *Trochilus colubris*, Linn. Humming Bird. Summer visitant. Common. Breeds. Seen from the last of April to last of September.
39. *Chaetura pelagica*, Steph. Chimney Swallow. Summer visitant. Common. Breeds. Arrives the first of May. Often breeds in hollow trees.

40. *Antrostomus vociferus*, Bon. Whip-poor-will. Summer visitant. Not very common.
41. *Chordeiles popetue*, Baird. Night Hawk. Summer visitant. Common. Breeds. Arrives the last of May.
42. *Ceryle alcyon*, Boie. Belted Kingfisher. Summer visitant. Abundant. Breeds. Seen from first of May to the middle of September.
43. *Tyrannus carolinensis*, Baird. King-Bird. Summer visitant. Abundant. Breeds.
44. *Myiarchus crinitus*, Cab. Great-crested Flycatcher. Summer visitant. Breeds. Very rare, only one instance.
45. *Sayornis fuscus*, Baird. Pewee. Summer visitant. Rare.
46. *Contopus virens*, Cab. Wood Pewee. Summer visitant. Not common.
47. *Turdus Pallasii*, Hermit Thrush. Summer visitant. Common. Breeds. Arrives 15th of April. Nests on the ground; eggs blue, and some with small spots.
48. *Turdus Swainsonii*, Cab. Olive-backed Thrush. Summer visitant. Common. Breeds. Nests on low trees; eggs with blue ground color, and spotted.
49. *Turdus migratorius*, Linn. Robin. Summer visitant. Very common. Breeds. Arrives the first of April; sometimes seen in winter.
50. *Sialia sialis*, Baird. Blue Bird. Summer visitant. Rare. Breeds.
51. *Regulus calendula*, Licht. Ruby-crowned Wren. Summer visitant. Rare.
52. *Regulus satrapa*, Licht. Golden-crested Wren. Common. Breeds, and winters mild seasons.
53. *Anthus ludovicianus*, Licht. Tit-Lark. Flocks seen occasionally in September.
54. *Mniotilta varia*, Vieill. Black and White Creeper. Summer visitant. Common. Breeds. Arrives the first of May; abundant about the 10th of May.
55. *Geothlypis trichas*, Cab. Maryland Yellow Throat. Summer visitant. Abundant. Breeds.

56. *Contopus borealis*, Baird. Olive-sided Flycatcher.
57. *Empidonax minimus*, Baird. Least Flycatcher.
58. *Empidonax flaviventris*. Yellow-bellied Flycatcher.
59. *Helminthophaga ruficapilla*, Baird. Nashville Warbler. Very rare.
60. *Seiurus aurocapillus*, Sw. Golden-crowned Thrush. Summer visitant. Common. Breeds. Arrives the first of May.
61. *Seiurus noveboracensis*, Nutt. Water Thrush. Summer visitant. Not very common. Breeds.
62. *Dendroica virens*, Baird. Black-throated Green Warbler. Summer visitant. Not very common. Breeds.
63. *Dendroica canadensis*, Baird. Black-throated Blue Warbler. Middle of May. Rare.
64. *Dendroica coronata*, Gray. Yellow-rumped Warbler. First of May. Common. Breeds. Arrives 25th of April.
65. *Dendroica Blackburnia*, Baird. Blackburnian Warbler. Summer visitant. Not very common. Breeds. Arrives the middle of May.
66. *Dendroica castanea*, Baird. Bay-breasted Warbler. Summer visitant. Rather rare. Arrives the middle of May.
67. *Dendroica pennsylvanica*, Baird. Chestnut-sided Warbler. Summer visitant. Common. Breeds. Arrives the middle of May.
68. *Dendroica striata*, Baird. Black-poll Warbler. Summer visitant. Common. Breeds.
69. *Dendroica æstiva*, Baird. Yellow Warbler. Summer visitant. Very common. Breeds. Arrives the second week in May.
70. *Dendroica tigrina*, Baird. Cape May Warbler. Summer visitant. Very rare. Arrives the second week in May.
71. *Dendroica palmarum*, Baird. Yellow Red-poll Warbler. Summer visitant. Common. Breeds. Arrives from 20th to 25th April.
72. *Myiodictes pusillus*, Bon. Wilson's Black Cap. Summer visitant. Not common. Breeds. Arrives about the 10th of May.

73. *Myiodictes canadensis*, Aud. Canada Flycatcher. Summer visitant. Common. Breeds. Arrives the middle of May.
74. *Setophaga ruticilla*, Sw. Redstart. Summer visitant. Abundant. Breeds. Arrives the middle of May.
75. *Pyrranga rubra*, Vieill. Scarlet Tanager. Uncertain. Common in the spring of 1861.
76. *Hirundo horreorum*, Barton. Barn Swallow. Summer visitant. Common. Breeds. Arrives the first of May.
77. *Hirundo lunifrons*, Say. Cliff Swallow. Summer visitant. Common. Breeds. Arrives the first of May.
78. *Hirundo bicolor*, Vieill. White-bellied Swallow. Summer visitant. Common. Breeds. Arrives the middle of April.
79. *Cotyle riparia*, Boie. Bank Swallow. Summer visitant. Common. Breeds. Arrives the first of May.
80. *Progne purpurea*, Boie. Purple Martin. Summer visitant. Common. Breeds. Arrives the first of May; leaves the last of August.
81. *Dendroica maculosa*, Baird. Magnolia Warbler.
82. *Protonotaria citrea*, Baird. Prothonotary Warbler. One specimen, first ever found north.
83. *Parula americana*, Bon. Blue Yellowback. Not plenty.
84. *Ampelis garrulus*, Lin. Wax Wing. Accidental in winter.
85. *Ampelis cedrorum*, Baird. Cedar Bird. Summer visitant. Abundant from the first of June to the first of September.
86. *Collyrio borealis*, Baird. Shrike, Butcher Bird. Common in winter.
87. *Vireo olivaceus*, Vieill. Red-eyed Flycatcher. Summer visitant. Abundant. Breeds. Arrives the middle of May.
88. *Vireo solitarius*, Vieill. Solitary Flycatcher. Summer visitant. Not common.
89. *Mimus carolinensis*, Gray. Cat Bird. Summer visitant. Not very common. Breeds.
90. *Troglodytes hyemalis*, Vieill. Winter Wren. Resident. Breeds.
91. *Certhia americana*, Bon. American Brown Creeper. Summer visitant. Breeds. Arrives the first of May.

92. *Sitta carolinensis*, Gm. White-bellied Nuthatch. Resident. Breeds.
93. *Sitta canadensis*, Linn. Red-bellied Nuthatch. Resident. Common. Breeds.
94. *Parus atricapillus*, Lin. Chickadee. Resident. Abundant. Breeds.
95. *Parus hudsonicus*, Fors. Hudson Bay Titmouse. Resident. Not common. Breeds.
96. *Eremophila cornuta*, Boie. Shore Lark. Winter. Rare..
97. *Pinicola canadensis*, Cab. Pine Grosbeak. Winter. Common.
98. *Carpodacus purpureus*, Gray. Purple Finch. Summer visitant. Common. Breeds. Arrives the first of April.
99. *Chrysomitris tristis*, Bon. Yellow-Bird. Summer visitant. Common. Breeds.
100. *Chrysomitris pinus*, Bon. Pine Finch. Resident. Breeds. Not very common in summer. Abundant in winter.
101. *Curvirostra americana*, Wils. Red Crossbill. Resident. Said to breed in winter.
102. *Curvirostra leucoptera*, Wils. White-winged Crossbill. Resident. Breeds in the winter.
103. *Aegiothus linaria*, Cab. Red-poll Linnet. Common in winter.
104. *Plectrophanes nivalis*, Mey. Snow Bunting. Seen at times in September. Common all winter.
105. *Plectrophanes lapponicus*, Selby. Lapland Longspur. Winter. Not common.
106. *Passerculus Savanna*, Bon. Savannah Sparrow. Summer visitant. Common. Breeds. Arrives the first of April.
107. *Poæcetes gramineus*, Baird. Grass Sparrow. Summer visitant. Common. Breeds.
108. *Coturniculus passerinus*, Bon. Yellow-winged Sparrow. Summer visitant. Rare. Arrives the first of April.
109. *Zonotrichia leucophrys*, Sw. White-crowned Sparrow. Not common. Breeds north. Only seen spring and fall.
110. *Zonotrichia albicollis*, Bon. White-throated Sparrow. Summer visitant. Common. Breeds.

111. *Vireo gilvus*, Bon. Warbling Vireo. Summer visitant. Not uncommon.
112. *Junco hyemalis*, Sclat. Blue Snow-Bird. Summer visitant. Very common. Breeds. Generally called "Chip Bird."
113. *Spizella monticola*, Baird. Tree Sparrow. Summer visitant. Common. Arrives from middle to last of March. Breeds very early.
114. *Spizella socialis*, Bon. Chipping Sparrow. Summer visitant. Common. Breeds. Arrives from middle to last of March.
115. *Melospiza melodia*, Baird. Song Sparrow. Summer visitant. Common. Breeds. Arrives early in March.
116. *Melospiza palustris*, Baird. Swamp Sparrow. Summer visitant. Breeds. Arrives last of March. Common first of May.
117. *Passerella iliaca*, Sw. Fox-colored Sparrow. Spring and fall. Common. Have not found it breeding.
118. *Guiraca ludoviciana*, Sw. Rose-breasted Grosbeak. Summer visitant. Rare.
119. *Guiraca cærulea*, Sw. Blue Grosbeak. Very uncertain, but common in the spring of 1861.
120. *Cyanospiza cyanea*, Baird. Indigo Bird. Summer visitant. Rare.
121. *Dolichonyx orizyvorus*, Sw. Bobolink. Summer visitant. Common. Breeds. Arrives first of June; leaves first of September.
122. *Molothrus pecoris*, Sw. Cow Blackbird. Summer visitant. Common. Breeds, by laying in other birds' nests.
123. *Agelaius phœniceus*, Vieill. Red-wing Blackbird. Summer visitant. Common. Breeds.
124. *Sturnella magna*, Sw. Meadow Lark. Summer visitant. Very rare. Only one specimen seen.
125. *Icterus spurius*, Bon. Orchard Oriole. Summer visitant. Rare.
126. *Icterus baltimore*, Daud. Baltimore Oriole. Summer visitant. Very rare.

127. *Scolecophagus ferrugineus*, Sw. Rusty Blackbird. Common. Arrives in March.
128. *Quiscalus versicolor*, Vieill. Crow Blackbird. Summer visitant. Common. Breeds. Arrives first of April.
129. *Corvus carnivorus*, Bart. Raven. Resident. Not uncommon. Breeds on cliffs at Grand Menan, etc.
130. *Corvus americanus*, Aud. Crow. Resident. Abundant. Breeds.
131. *Cyanura cristata*, Sw. Blue Jay. Resident. Common. Breeds.
132. *Perisoreus canadensis*, Bon. Canada Jay. Resident. Common. Said to breed in March.
133. *Ectopistes migratoria*, Sw. Wild Pigeon. Summer visitant. Very uncertain. Breeds.
134. *Zenaidura carolinensis*, Bon. Carolina Dove. Summer visitant. Rare.
135. *Tetrao canadensis*, Linn. Spruce Partridge. Resident. Common. Breeds.
136. *Bonasa umbellus*, Steph. Partridge or Ruffed Grouse. Resident. Common. Breeds.
137. *Ardea herodias*, Linn. Great Blue Heron. Summer visitant. Common. Breeds.
138. *Botaurus lentiginosus*, Steph. Stake Driver or Bittern. Summer visitant. Common. Breeds.
139. *Butorides virescens*, Bon. Green Heron. Summer visitant. Not common. Breeds.
140. *Nyctiardea Gardeni*, Baird. Night Heron. Summer visitant. Not common.
141. *Charadrius virginicus*, Borck. Golden Plover. Autumn.
142. *Aegialitis vociferus*, Cas. Killdeer. Autumn.
143. *Aegialitis melodus*, Cab. Piping Plover. Summer visitant. Abundant. Breeds on islands the middle of June.
144. *Aegialitis semipalmatus*, Cab. Ring Plover. August and September. Plenty.
145. *Squatarola helvetica*, Cuv. Black-bellied Plover. Autumn. Not common.

146. *Streptilas interpres*, Illig. Turnstone. Autumn. Rare.
147. *Recurvirostra americana*, Gm. Avoset. Spring of 1862, one specimen.
148. *Himantopus nigricollis*, Vieill. Black-necked Stilt. Spring of 1862, one specimen.
149. *Phalaropus*.
150. *Phalaropus hyperboreus*, Temm. Northern Phalarope. Abundant.
151. *Phalaropus fulicarius*, Bon. Red Phalarope, rare.
152. *Philohela minor*, Gray. American Woodcock. Summer visitant. Common. Breeds. Arrives first of April; lays first of May.
153. *Gallinago Wilsonii*, Bon. Wilson's Snipe. Summer visitant. Common. Breeds.
154. *Macrorhamphus griseus*, Leach. Red-breasted Snipe. Summer visitant. Arrives first of April.
155. *Tringa canutus*, Linn. Ash-colored Sandpiper. August and September. Common.
156. *Arquatella maritima*, Baird. Purple Sandpiper. Winter. Abundant.
157. *Ancylocheilus subarquata*, Kaup. (*Tringa subarquata*, Temm.) Curlew Sandpiper. Very rare.
158. *Pelidna Americana*, Coues. (*Tringa alpina*, Cassin.) Red-backed Sandpiper. August and September.
159. *Actodromas maculata*, Cass. Jack Snipe or Pectoral Sandpiper. Autumn. Not common.
160. *Actodromas minutilla*, Coues. (*Tringa Wilsonii*, Nut.) Least Sandpiper. Plenty. August and September.
161. *Actodromas Bonapartii*, Cass. Bonaparte's Sandpiper. Not very common.
162. *Calidris arenaria*, Ill. Sanderling. Summer visitant. Common.
163. *Ereunetes pusilla*, Cass. (*E. petrificatus*, Illig.) Semipalmated Sandpiper. August and September. Plenty.
164. *Symphemia semipalmata*, Hart. Willet. Summer visitant. Not very plenty. Breeds.

165. *Gambetta melanoleuca*, Bon. Tell-tale. Fall and spring. Common.
166. *Gambetta flavipes*, Bon. Yellow Legs. Fall and spring.
167. *Rhyacophilus solitarius*, Bon. Solitary Sandpiper. Summer visitant. Not very plenty. Breeds.
168. *Tringoides macularius*, Gray. Spotted Sandpiper. Summer visitant. Abundant. Breeds.
169. *Philomachus pugnax*, Gray. Ruff. Rare. One or two instances.
170. *Actiturus bartramius*, Bon. Bartram's Sandpiper. Field Plover. Summer visitant. Not common.
171. *Limosa hudsonica*, Sw. Hudsonian Godwit. Fall and spring.
172. *Numenius longirostris*, Wilson. Long-billed Curlew. Fall and spring.
173. *Numenius hudsonicus*, Lath. Hudsonian Curlew. Spring. Rare.
174. *Numenius borealis*, Lath. Esquimaux Curlew. Fall and spring. Rare.
175. *Porzana carolina*, Vieill. Carolina or Sora Rail. Summer visitant. Common. Breeds.
176. *Anser hyperboreus*, Pall. Snow Goose. Spring. Rare.
177. *Bernicla canadensis*, Boie. Wild Goose. Fall and spring. Common.
178. *Bernicla brenta*, Steph. Brant. Fall and spring.
179. *Anas boschas*, Linn. Mallard. Rare.
180. *Anas obscura*, Gm. Dusky Duck. Resident. Breeds.
181. *Dafila acuta*, Jenyns. Pin-tail. Winter. Rare.
182. *Nettion carolinensis*, Baird. Green-winged Teal. Fall and spring.
183. *Querquedula discors*, Steph. Blue-winged Teal. Fall and spring. Some breed.
184. *Spatula clypeata*, Boie. Shoveller. Rare.
185. *Chaulelasmus streperus*, Gray. Gadwall or Gray Duck. Rare.
186. *Mareca americana*, Steph. Widgeon. Rare.
187. *Aix sponsa*, Boie. Wood Duck. Summer visitant. Common. Breeds.

188. *Fulix americana*, Gm. Coot. Autumn.
189. *Fulix marila*, Baird. Black-headed Duck. Rare.
190. *Fulix affinis*, Baird. Little Black-head. Not common.
Does not breed.
191. *Fulix collaris*, Baird. Ring-necked Duck. Rare. Does not breed.
192. *Bucephala americana*, Baird. Whistler or Golden Eye. Resident. Common. Breeds usually in trees.
193. *Bucephala islandica*, Baird. Barrow's Golden Eye. Winter. Very rare.
194. *Bucephala albeola*, Baird. Butter Ball or Buffle-Head. Fall and winter. Common.
195. *Histrionicus torquatus*, Bon. Harlequin Duck. Winter. Common. A few apparently somewhat disabled individuals breed on the islands.
196. *Harelda glacialis*, Leach. Old Squaw. Fall and winter. Common. Few all summer.
197. *Camptolæmus labradorius*, Gray. Labrador Duck. Winter. Rare.
198. *Melanetta velvetina*, Baird. White-winged Coot. Fall and winter. Common. A few seen all summer.
199. *Pelionetta perspicillata*, Kaup. Surf Duck. Fall and winter. Common.
200. *Oidemia americana*, Swains. Scoter. Fall and winter. Common.
201. *Somateria mollissima*, Leach. Eider Duck. "Sea Duck." Resident. Common. Breeds.
202. *Somateria spectabilis*, Leach. King Eider. Winter. Found occasionally. I got one pair last of May, 1863, ready to breed.
203. *Erismatura rubida*, Bon. Ruddy Duck. Winter and fall. Rare.
204. *Mergus americanus*, Cass. Sheldrake. Resident. Common. Breeds in high trees.
205. *Mergus serrator*, Linn. Red-breasted Sheldrake. Fall and winter. Does not breed.

206. *Lophodytes cucullatus*, Reich. Hooded Merganser. Very rare. Said to breed in trees. Seen most every fall.
207. *Pelecanus erythrorhynchus*, Gm. Pelican. Accidental. One or two instances.
208. *Sula bassana*, Briss. Gannet. Resident. Common on fishing ground. A few breed at Gannet Rock (near Grand Menan.)
209. *Graculus carbo*, Gray. Cormorant. "Shag." Winter: Common.
210. *Graculus dilophus*, Gray. Double-crested Cormorant or Shag. Winter.
211. *Thalassidroma Leachii*, Temm. Leach's Petrel, "Mother Cary's Chicken." Common on fishing grounds. Breeds on the islands in abundance.
212. *Thalassidroma Wilsonii*, Bon. Wilson's Petrel. Common on fishing grounds.
213. *Thalassidroma pelagica*, Bon. Least petrel.
214. *Puffinus major*, Bon. Greater Shearwater. "Hagdon" or "Haglin." Common on mackerel grounds. Arrives early from the north.
215. *Puffinus anglorum*, Temm. Mank's Shearwater. "Black Hagdon." Summer. Common on mackerel grounds.
216. *Puffinus fuliginosus*, Strick. Sooty Shearwater. Last of summer and autumn on mackerel grounds. Common. Called, like the last, "Black Hagdon."
217. *Stercorarius pomarinus*, Temm. Pomarine Jager. Fall and winter. Rather common.
218. *Stercorarius parasiticus*, Temm. Arctic Jager. Late in fall. Rather common.
219. *Stercorarius cephus*, Lawr. Buffon's Skua. "Marling-spike Bird." Fall and winter. Common in the Bay of Fundy in August.
220. *Larus marinus*, Linn. Black-backed Gull. Resident. Not plenty. A few breed about the islands.
221. *Larus argentatus*, Brunn. Herring Gull. Resident. Abundant. Breeds upon the islands in large numbers; occasionally in trees.

222. *Larus glaucus*, Brunn. Burgomaster. Got several last winter.
223. *Larus delawarensis*, Ord. Ring-billed Gull. Summer and fall. Not very common.
224. *Chræcocephalus atrivilla*, Lawr. Laughing Gull. Resident. Not plenty. A few breed about the islands.
225. *Chræcocephalus philadelphia*, Lawr. Bonaparte's Gull. Fall and winter. Common.
226. *Rissa tridactyla*, Bon. Kittiwake Gull. Fall and winter. Abundant.
227. *Sterni Wilsoni*, Bon. Wilson's Tern. Summer visitant. Breeds on the islands; in some places abundantly.
228. *Sterna macroura*, Naum. Arctic Tern. Summer. Common. Breeds on the islands; in some places abundantly.
229. *Colymbus torquatus*, Brunn. Loon. Northern Diver. Abundant. Breeds about fresh water; does not lay until June.
230. *Colymbus septentrionalis*, Linn. Red-throated Loon. Winter. Seldom seen with red on the throat.
231. *Podiceps griseigena*, Gray. Red-necked Grebe. Winter. Not very plenty.
232. *Podiceps cristatus*, Lath. Crested Grebe. Summer. Breeds about fresh water late in the season. Not common.
233. *Podilymbus podiceps*, Lawr. Pied-billed Grebe. Summer. Common. Breeds about most streams in August.
234. *Utamania torda*, Leach (*Alca tordac*, Linn). Razor-billed Auk. Resident. Common. Few breed.
235. *Mormon arctica*, Ill. Puffin. "Sea Parrot." Resident. Common. A few breed about the islands.
236. *Uria grylle*, Lath. Sea Pigeon. Resident. Very common. Breeds on nearly all the rocky islands abundantly.
237. *Uria (Cataractes) troile*, Linn. Murre. (*Uria lomvia*, Brunn.) Resident. Not plenty in summer. Breeds on the Murre ledges, but not very abundantly.
238. *Uria (Cataractes) ringvia*, Brunn. Murre. Fall and winter. Not uncommon. Possibly breeds with the last.
239. *Mergulus alle*, Vieill. Little Auk. In winter only.

The following birds have been mentioned as occurring in the same region by other persons, but are not included in the preceding list:—

240. *Empidonax flaviventris*, Baird. Yellow-bellied Flycatcher. This species was found breeding at Grand Menan by Dr. Henry Bryant (Proc. Boston Soc. N. H., vol. vi., p. 115), and also by Dr. T. M. Brewer and myself. It appeared to be rather common.
241. *Larus leucopterus*, Fabr. White-winged Gull. This species is said to breed occasionally on an island near Grand Menan, by Dr. Brewer (see Bost. Jour. Nat. His., vol. vi., p. 304), but there has been some doubt expressed by others as to the identity of the species.
242. *Mormon cirrhata*, Pal. Tufted Puffin. According to Mr. Boardman, the fishermen state that a Tufted Puffin, or "Sea Parrot," is occasionally seen about the islands in winter. This species is also said by Audubon to be sometimes found on the coast of Maine. A specimen in the Museum of Comparative Zoölogy was probably obtained at Grand Menan.
243. *Mormon glacialis*, Leach. Large-billed Puffin. Specimens supposed to be of this species were seen near Grand Menan by Audubon.

There are few countries better adapted than British North America to meet the desires of the sportsman: fish, birds, and animals are plenty.

ICTHYOLOGICAL.

This section of the American continent has a seaboard, including the Gulf and River St. Lawrence, Strait of Belle Isle, Hudson Bay and outlets, and St. George's Channel, of 5,500 miles of coast, along which are to be found, at different seasons of the year, a greater abundance and variety of fish and marine animals than in any other part of the world.

The shoals of herring, cod, and mackerel which approach this vast coast-line for purposes connected with the reproduction of their species, are immense and inexhaustible. Then about the end of November, innumerable herds of seals enter the Gulf of St. Lawrence, by the Straits of Belle Isle. Besides, many of the bays and rivers teem with salmon, shad, alewives, trout, and other fish.

While the comparatively unproductive lands along the coasts of Newfoundland, Labrador, and Hudson Bay do not yield to the hand of agricultural industry, still the accessible treasures of the deep are of incalculable value, and already afford a revenue equal, if not greater, than that derived by some of the far-famed States of the West from their agricultural products. Having the world for a market, the fisheries of British North America might be made to yield annually many millions of pounds of additional revenue.

France and the United States, who give bounties to their fishermen, are annually drawing from these waters an immense wealth, while the inhabitants of British North America, Newfoundland excepted, merely take a few thousands of dollars worth.

As to the habits of many of the finny tribes, man is an entire stranger. It is only very recently that this important subject has received any attention from naturalists; not indeed until the fisheries in many parts of the world were nearly destroyed. The river and lake fisheries in these colonies have suffered much from improper modes and times of catching; so much so, that legislative action has become necessary to protect them.

This coast is inhabited by numerous families, each composed of many species of the tribes of the deep; the following, however, being the most useful in commerce, are all our limited space will permit us to give:

1. *Gadidæ*—the Cod family. The common cod, tomcod, haddock, hake, and pollock.

Of this family, the most important is the common cod (*Morrhua vulgaris*), which is found all along the shores of the St.

Lawrence. The cod inhabits cold and temperate climates; it is found in immense quantities on the Great Banks of Newfoundland; it is also found along the coasts of Greenland, Labrador, Nova Scotia, and New Brunswick.

The cod appears in the Gulf of St. Lawrence between the tenth of May and the tenth of June. In these waters it has favorite spawning and feeding places.

2. *Clupeadæ*—the Herring family. The common herring, American shad, and gaspereaux or alewife.

The herring (*Clupea Harengus*), or the genus *Clupea*, is very abundant along the coast, from New York to Hudson Bay. It is not agreed among naturalists whether or not there is more than one variety of this fish. In winter it disappears from these coasts, and reappears as soon as the ice leaves in the spring, in immense shoals, especially at the Bay Chaleurs, Magdalen Islands, Strait of Canso, and on the southern coast of Newfoundland.

Shad are very abundant in the Bay of Fundy, and some are taken in the Strait of Northumberland, but are much inferior in quality to those taken in the former place. The shad does not frequent the Atlantic coast of Nova Scotia.

Gaspereaux, or alewives, enter many of the rivers of the Northumberland Strait, as far north as Miramichi, in immense shoals. In the Bay of Fundy they are abundant, and of a better quality than those of the Strait.

3. *Salmonidæ*—the Salmon family. Trout, three species; salmon, smelt, capelin, and white fish.

Of this family, the Salmon (*Salmo Salar*) is the most important. It is brought forth in the rivers, where it passes three-quarters of the year. As soon as the ice breaks up, in the spring, it migrates towards the sea, but returns to its old haunts in the rivers, in the months of June and July, for the purpose of spawning.

It is considered the most valuable fish caught, and was, during the early settlement of the country, found in great abundance in almost every one of the hundreds of rivers which penetrate

British North America. In consequence of the application of improper agencies in catching, it now enters only a few rivers in Nova Scotia, and New Brunswick, and somewhere about fifty in Lower Canada. It enters a great many of the rivulets and streams of Newfoundland.

The white fish (*Coregonus Albus*) is an inhabitant of fresh water lakes, and, unlike most other aquatic creatures, is a vegetarian; it feeds on *Alga*, *Confervæ*, and moss which is found to grow on the bottom of lakes. The white fish enter the rivers and shallow places of the lakes in the spring, for purposes connected with reproduction, when they are taken in immense quantities, in Canada; and in some of the upper lakes of the River St. John, New Brunswick, to a limited extent. After spawning, they return to the deep waters of the lakes, where they remain the greater part of the year. The white fish weighs, generally, from two to three pounds; some, however, have been known to weigh seven pounds. It is a delicious fish, and is highly prized commercially.

The lakes of Canada, with their connecting links, form a curvilinear frontier of nearly five thousand miles, along which these fish are caught in immense numbers. Lakes Superior, Huron, Erie, and Ontario are their great haunts; but the improper times and agencies employed in catching them, are now found materially to lessen the quantity caught. Lake Ontario, to which great numbers of fish, especially salmon, migrate every year, from the ocean, still supplies large quantities of various kinds; but even in this lake, from the destructive agencies employed in catching, the value of the fisheries is on the decline.

The Canadian lakes are also inhabited by vast numbers of herrings, salmon trout, and speckled trout. Some of the trout of these lakes weigh from sixty to eighty pounds. There are three kinds of bass—black, white, and yellow—chub, perch, suckers, sturgeon, pickerel, pike, &c.; the most valuable, however, of all the lake fisheries, are the herring, white fish, salmon, and trout, which form a large item both for home consumption and exportation.

4. *Percadæ*—the Perch family, to which many of the fish inhabiting the Canadian lakes belong, consists of yellow perch, bass, and pond fish. The bass is a fresh water fish, and is caught in most of the rivers of these provinces; it enters some of them in the winter season, when it is caught in large quantities by scooping through holes cut in the ice; it is considered delicious when fresh.

5. *Scomberoidæ*—the Mackerel family embraces the spring and fall mackerel (*Scomber Vernalis*), of the genus *Scomber*, the common tunny, and the sword fish.

The mackerel is among the most valuable fish that visits the coasts. It is met with from Cape Ann, in the United States, along the coast, and in the large bays, as far north as Newfoundland; it is found in the Bay of Fundy, off the Atlantic coast of Nova Scotia, and in the Strait of Canso; but nowhere more plentiful than along the shores of the St. Lawrence, especially off the coast of Prince Edward Island, in the Bay Chaleurs, in the lower part of the River St. Lawrence, and at the Magdalen Islands. It arrives about the end of May, or the beginning of June, its spawning season, when it proceeds to deep water, returns in August, and remains till the last of October.

6. *Mammalia*.—The seal, or sea calf, is a carnivorous and amphibious animal, belonging to the order Mammalia. There are several varieties: those common to these coasts are the hooded seal (*Phoca Leonina*), which is sometimes eight feet long, and has a movable sack on its head, formed of several folds of skin, with which, at pleasure, it can cover its eyes and nose; the harbor seal (*Phoca Vitulina*), whose average length is three feet; and the harp seal (*Phoca Grœnlandica*), the average length of which is five feet.

The harp seal and hooded seal herd together, and are migratory. They enter the Gulf of St. Lawrence, by the Strait of Belle Isle, in the month of November, where they remain, amid the ice, nearly all winter, then repair to the ocean, and, it is thought by some writers, to Hudson Bay, and the Arctic seas,

from whence they return to the Gulf of St. Lawrence, about the last of May. The harbor seals appear to live apart from the others, and remain in the same places at all seasons of the year.

Seals are of great commercial value; the oil and skins are largely exported from Newfoundland, and other sections of British North America.

Seals are sometimes caught in nets; but the most profitable seal fisheries are those carried on by large schooners and brigs, solidly built, and having their bows plated with iron, to prevent being cut through by the ice. They have crews of from twenty to fifty men, and carry from six to ten boats, which the men drag over the ice when in search of seals. These vessels leave the ports of Newfoundland every year, in March and April. Seal hunting on the ice-fields is a very dangerous and laborious occupation, but when successful, it is highly remunerative.

7. *Cetacea*.—Of this genus of the finny tribe, the whale—of which there are several varieties, the black, humpbacked, sulphur-bottomed, and finner whale—are the most useful. The black whale, though scarce in the Gulf of St. Lawrence, is the most valuable of all. The humpbacked whale, so called on account of a hump on its back, is the most plentiful in the Gulf, and easiest taken; the other kinds of whale are numerous, but not easily killed.

Their principal haunts are at the Mingan Islands, at the west point of the Island of Anticosti, the Strait of Belle Isle, and the coast of Labrador. The whale, it is said, spends its winters on the southwest coast of the United States, where it brings forth its young. Towards the end of May, whales appear in the Gulf with their calves, which they defend from the attack of man or beast with fury. The black whale will yield from one hundred to five hundred barrels of oil, besides the fins, which are of great value. The other varieties of the whale produce from twenty to one hundred barrels of oil only.

8. *Shell Fish*.—Under this head may be enumerated lobsters, oysters, clams, mussels, razor-fish, crabs, and shrimps, all of

which are found in the Gulf of St. Lawrence. Lobsters are abundant along the whole coast-line of the Gulf. Oysters are plentiful on the northeast coast of New Brunswick, and southwest coast of Prince Edward Island, and other places in the Gulf of St. Lawrence. The Canadians are engaged in planting artificial beds along their coast with success. The oyster-beds of the Gulf are not so productive as formerly, arising, not so much from the large quantities annually taken, as from the improper agencies employed in removing them from the beds. On many of the oyster-beds of the Strait of Northumberland, where a few years ago oysters were very plentiful, only shells, without life, are now to be found.

COMMERCIAL VALUE OF THE FISHERIES.

It is impossible to arrive at a correct account of the quantity of fish caught in the waters of British North America in any one year, as a large quantity of the fish, used by the inhabitants, is not reported. The census reports, in each decade, furnish an imperfect account of the fish caught. The official reports of exports and imports also furnish annually the quantity of fish exported and imported; but as the immense extent of sea, river and lake margins of these colonies furnish the inhabitants settled thereon, facilities for fishing, which are generally availed of, the total quantity caught must be much larger than is reported.

This important department of industry is only beginning to be developed by the provinces. Newfoundland and Nova Scotia, especially the former, have made the most progress in the fisheries.

Canadian Fisheries.—The value of the fish caught in 1850 was \$146,084; 1852, \$297,848; 1859, \$1,406,288. The report of 1859 shows that Canada West caught the value of \$380,000 worth; and the official reports for 1861 and 1862 show the value of the fish caught in Lower Canada in these years to be respectively \$730,919 and \$703,895.

The census reports of Canada for 1861 show the quantities caught to be :—

IN CANADA EAST.	IN CANADA WEST.
230,453 quintals.	2,517 quintals.
139,558 barrels.	10,013 barrels.
413,482 pounds.	175,744 pounds.

The following statistics are for Lower Canada for 1862 :—

Number of fishing boats	2,535
Value " "	\$75,959
Number of fishermen	5,044
Quantity of cod taken.....	169,463
" haddock taken	1,066
" brill taken	509
Barrels herrings	6,721
" mackerel.....	1,065½
" salmon	2,331½
Gallons cod oil..	97,832

The following table shows the number of sea-going vessels, &c., with the products obtained, for Canada East :

Number of vessels	176
Tonnage	11,676
Number of seamen	1,165
Quintals of codfish.....	14,168
Gallons of oil	63,753
Seals.....	23,389

The Magdalen Islands (which belong to Canada) in 1861 owned 38 schooners, and 232 fishing boats. The products of its fisheries were, 104,000 barrels of pickled fish, 16,000 quintals of dried fish, and 30,000 gallons of oil. Its population in the latter year was only 2,651 souls.

Nova Scotia Fisheries—

	1851.	1861.
Number of vessels employed.....	812	900
“ boats “	5,161	8,816
“ men “	10,394	14,322
Quintals of dried fish	196,434	396,425
Barrels of mackerel	100,047	66,108
“ shad	3,536	7,649
“ herrings	53,200	194,170
“ alewives	5,343	12,565
“ salmon	1,669	2,481
Smoked “		2,738
Boxes of herring	15,409	35,557
Total value of fish caught in 1861 was \$2,072,081.		

New Brunswick Fisheries.—The census of 1861 gives the total value of fish caught at \$518,530.

Newfoundland Fisheries.—The waters around this island teem with every variety of valuable fish, which is the principal article exported from the colony. There are two classes of fisheries—the “Shore Fishery,” and the “Bank Fishery;” the former is confined to the bays and shores of the island, while the latter is between 500 and 600 miles in length, with a breadth of 200 miles. The “Banks of Newfoundland” form the most extensive submarine elevation in the world. The depth of water varies from twenty to one hundred fathoms. The best fishing ground is said to be between lat. 42° and 46° N. The south-eastern coast is subject to dense fogs, which are thought to arise from the union (on the Grand Bank) of the tropical and polar waters, which, with their accompanying atmospheres, being of different temperatures, produce, by evaporation and condensation, continual vapors.

Statistics of the Fisheries of Newfoundland for the years named.

Years.	1836.	1845.	1858.	1861.
Cod, quintals	860354	1000233	1058059	1021720
Cove (pickled cod), tubs		442	1688	cwt. 372
Salmon, tierces	1847	3545	2726	2924
Herring, barrels	1534	20903	82155	64377
Seal skins	384321	352702	507626	375282
No. of furs	2959	2037	2004	3886
Value fish, furs & skins, £	563003	663466	920819	931292
Seal and cod oil, tons		8408		8375
Other oils, gallons	41872		323241	tons, 23
Oils, value of, £	244826	243646	359524	338361
Products of the sea, } total value of . . . } £.	807829	907112	1280343	1269546

Tabular statement of the quantity and value of fish exported from Newfoundland in the years named therein.

Years.	Quintals.	Value, \$.	Years.	Quintals.	Value, \$.
1840	915795	2881225	1852	973731	2318705
1841	1009725	3025070	1853	922718	2805500
1842	1007980	2809750	1854	774118	2589090
1843	936202	2650970	1855	1107388	3400415
1844	852162	2412400	1856	1268334	3945620
1845	1000333	2684970	1857	1392322	5030645
1846	.....	.....	1858	1038089	3825505
1847	837973	2449700	1859	1105793	4474830
1848	920363	2459620	1860	1138544	4231190
1849	1175167	2943640	1861	1021720	3341315
1850	1089182	2664845	1862	1074289	3760010
1851	1017674	2465070			

We have no means of knowing the quantity of fish consumed in either this or the other colonies; it is estimated, however, that 250,000 quintals of codfish were consumed, in 1861, by the

inhabitants of Newfoundland; which would make the total quantity caught in that year, 1,271,720 quintals. The number of vessels engaged in the seal fishery, in 1851, was 323; aggregate tonnage, 29,545 tons; manned by 11,377 men; in 1864, 160 vessels; 19,521 tons; 8,326 men.

In 1857, the number of vessels employed in the seal and other fisheries, was 777; manned by 14,433 men; total amount of tonnage, 57,898. The number of boats employed was 11,683, and the nets and seines numbered 2,354.

The number of men employed in the fisheries of this island, in 1861, was 24,000; the French employed 12,000 more. France claims a right, by treaty, to cure fish on a part of the coast of Newfoundland.

Prince Edward Island Fisheries.—In 1853, there were caught 750 barrels of mackerel, 2,704 barrels of herring, 4,277 quintals of codfish, and 2,818 gallons of oil were made.

In 1861 the quantities caught were, 7,163 barrels of mackerel, 22,416 barrels of herring and alewives, 39,776 quintals of hake. The quantity of oil made was 17,609 gallons, and the number of boats owned, for fishing purposes, 1,239.

BRITISH COLUMBIA AND VANCOUVER ISLAND.

The waters of these colonies teem with most every variety of useful fish. Herring arrives in the bays in vast numbers, in March; Hodicans, a small sprat-like fish, arrives in April. Five or six species of Salmon ascend the Fraser River; one species ascends as another descends. They begin their migrations upwards in March and end their downward movements in October. One species, the hook-bill, make their way up to the foot of the Rocky Mountains, 1,000 miles, where they deposit their spawn: the flesh of this species is not so edible as that of the others. The silver salmon is highly prized; this species weighs from 12 to 30 pounds,—some weigh as high as 70 pounds. The other species are small; weighing about six pounds. Another

species, the humpbacked, arrives every other year; it weighs about ten pounds; its flesh is not much used. Smelts are very abundant. Oysters, of a small size, are also abundant. Sturgeon, weighing from 100 to 500 pounds, ascend the Fraser almost to the base of the Rocky Mountains. In the Gulf, codfish, halibut, and blackfish are very numerous.

UNITED STATES FISHERIES IN BRITISH WATERS UNDER THE RECIPROCITY TREATY.

A recent report of the United States Secretary of State, shows the value of the American fisheries; a large part of which is derived from British waters:

WHALE FISHERY.

Vessels employed.....	661
Tonnage.....	203,062
Capital invested.....	\$23,436,226
Persons employed.....	16,370
Annual value.....	\$12,000,804

COD AND MACKEREL FISHERY, &C.

Vessels employed.....	2,280
Tonnage... ..	175,306
Capital invested.....	\$7,280,000
Persons employed	19,150
Annual value.....	\$8,730,000

Of this immense value \$20,770,804, not less than \$10,000,000 worth is annually derived from the waters of the British North American colonies.

The entire exports, of the products of these waters, from the ports of the British provinces bordering on the Atlantic and Gulf of St. Lawrence, is estimated at \$20,000,000 only, while a foreign nation takes at least half this value from the coast of these provinces.

POLITICAL INSTITUTIONS.

The highest authority in British North America is vested in the GOVERNOR GENERAL—the Representative of the Crown of Great Britain—who resides in Canada. The government of each of the other colonies is vested in a LIEUTENANT-GOVERNOR, who resides at the Head Quarters of his respective colony, and is only nominally subordinate to the Governor General; the office of Governor General being only a distinction of rank, as the administration of the government of the colonies is in no respect connected.

Each colony has its separate Legislative and Executive Departments.

The Legislature consists of a *House of Assembly*, elected quadrennially by the inhabitants of the cities and counties into which each colony is divided, and a *Legislative Council*, appointed by the Crown, except in Canada, where, since 1856, the Legislative Council is elective.

The *Executive Council*, the responsible advisers of the Governor, are chosen from the two branches of the Legislature, and appointed by the Crown.

These three bodies, in their respective colonies, are miniatures of the COMMONS, LORDS, and CABINET, of Great Britain.

The political offices, known as "Heads of Departments," are held by members of the Executive Council.

Tabular Statement of the ratio of Legislative Representation, according to population, based on the census of 1861:

Canada,.....	1	Representative to every	19,241	inhabitants.
Nova Scotia,.....	1	"	"	6,016
New Brunswick,..	1	"	"	6,147
Newfoundland,..	1	"	"	4,366
Prince Ed. Island,.	1	"	"	2,695

Thus, it appears that in Canada *one* Member of Parliament represents three times as many inhabitants as one does in either Nova Scotia or New Brunswick; four times as many as in Newfoundland; and seven times as many as one does in Prince Edward Island.

The Legislatures and the Executive Councils of the British North American Colonies are composed as follows :

Heads.	Canada.	Nova Scotia.	N. Brunswick.	Newfoundland.	P. E. Island.
House of Assembly, No. of Members....	130	55	41	29	30
Legislative Council, "	61	21	23	12	14
Executive Council, "	12	9	9	5	8
President of the Council	1	1	....	1	....
Attorney General	2	1	1	1	....
Solicitor General.....	2	1	1	....	....
Surveyor General.....	1	....	1	....	....
Commissioner of Public Works.....	1	1	1	....	....
Speaker of Legislative Council.....	1	....	....	....	....
Provincial Secretary.....	1	1	1	1	....
Postmaster General.....	1	....	1	....	....
Minister of Finance.....	1	1	....	....	....
Receiver General.....	1	1	....	....	....

Vancouver Island has a Governor, who is also Governor of British Columbia, a Legislative Council, Executive Council, and a House composed of fifteen representatives.

In *British Columbia* all legislation is centred in the Governor, and Legislative Council composed of fifteen members, a part of whom are selected by the people.

The principles of *Responsible Government* have been conceded to Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island, where this modern form of constituting executive power is in full operation. The heads of the principal departments hold seats at the Council Board, in their respective colonies, and remain members of Council as long as they retain the confidence of the electors, as expressed through their representatives. The extent of the principle is quite arbitrary. In Nova Scotia, the offices of Surveyor General, Commissioner of Public Works, and Postmaster General, are non-political, although political in New Brunswick; the Minister of Finance, and Receiver General, are non-political, in the latter colony, yet political in Nova Scotia. In Canada, the Solicitors General are not necessarily members of the Cabinet. No member of the Executive Council of Prince Edward Island holds office or is in receipt of any salary or public remuneration for his services. High salaries are attached to all the departmental offices, as the reader will see on reference to the tables in another part of this work.

The elective franchise is variously granted; generally the income or freehold on which it is based is of mere nominal value. Indeed, some of the colonies are approximating universal suffrage.

In these provinces the elective franchise extends to a large number of the inhabitants, compared to the whole population. One in every five of the population are voters for Members of Parliament; while in Great Britain, only one in thirty have this privilege.

Before a statute becomes law, the assent of the two branches of the Legislature and the Crown is necessary. In some of the colonies the Executive Council initiate all money grants, while in others all money bills originate in the elective branch of the Legislature. The power of the Legislatures is almost unchecked;

they make laws for the regulation of taxes, customs, private and public rights, and the general government of the country ; the Crown seldom withholding, as it has power to do, its assent from a measure.

Each Legislature holds its sessions annually, and although elected quadrennially, may be previously dissolved by the Governor.

The heads of all the political departments, on the acceptance of office, unless a Legislative Councillor of the Lower Provinces, must present himself to the electors for re-election.

In each of these colonies the Common Law of England, and Statutory Law, prevail ; but the Statutory Law has from time to time modified the existing laws, as circumstances demanded ; except in Lower Canada, where a different system prevails.

The province of Quebec, as Canada was once called, when a colony of France, was originally peopled by natives of that nation, who introduced many of the laws and edicts of France. These laws have continued, in civil matters, with some slight modifications, to be the laws of Canada East. The English Criminal Law prevails in criminal matters. The retention of the old French laws, with the feudal system of fiefs and seigniories, has retarded the progress of Canada East. This system, however, has recently undergone great changes.

LEGAL AND JUDICIAL SYSTEMS.

The legal and judicial systems of the British North American Colonies are very dissimilar, especially in the extent of jurisdiction. Many of our laws are involved in contradictions and technical difficulties. One general principle, however, prevails in the Supreme Courts of all the colonies. Its legal and criminal jurisprudence is similar, in all the provinces, and also to that of the Supreme Court in England, with an appeal, in certain cases, to the Queen in Council. The statutes, in some of the colonies, have recently been revised ; but much requires

to be done to render the laws sufficiently intelligible to be applicable to the wants of the country.

In Canada West the Division Court has jurisdiction up to \$100; the County Court, \$400; the Queen's Bench, Common Pleas, and Chancery Courts have unlimited power. The Court of Appeals has jurisdiction in all cases over \$2,000. The other courts consist of Courts of Quarter Sessions, Probate, Recorders, Surrogate, Insolvent Debtors, and Heir and Devisee Courts.

In Canada East there are Commissioners' Courts, jurisdiction \$25, and Circuit Courts, jurisdiction \$200. The other courts are similar to those of Canada West.

In Nova Scotia the Justices' Courts have jurisdiction up to \$40. At the General Sessions, larcenies of \$40 and under may be tried. The Supreme Court has jurisdiction from \$20 and upwards; this court is the Court of Appeal from Justices' Courts. There are also Courts of Probate, Marriage and Divorce, and Vice-Admiralty.

In New Brunswick the Supreme Court has similar power to that of Canada and the other colonies. The Court of Common Pleas, in each County, has a concurrent jurisdiction at law with the Supreme Court, in all civil causes not affecting lands, and where decision is final. Justices' Courts have jurisdiction of civil causes where the amount claimed does not exceed \$20, and actions of trespass to personal and real property, not exceeding \$8; and, as in the other provinces, Justices hold criminal examinations, and in certain cases can punish by summary conviction. The decisions of Justices' Courts are subject to a review by a Judge of the Supreme Court. The other courts are similar to those of Nova Scotia.

In Newfoundland the courts consist of—Supreme, Sessions', Stipendiary Magistrates', and Justices' Courts.

In the Colony of Prince Edward Island the Small Debt Courts have jurisdiction up to twenty pounds. The other courts are similar to those of Nova Scotia and New Brunswick.

Court of Chancery.—The business of this court is done much more expeditiously than in its parent court, in the mother coun-

try. Its jurisdiction, in Canada, Nova Scotia, and New Brunswick, is transferred to the equity side of the Supreme Court.

There is a great dissimilarity in the extent of jurisdiction in the Small Debt Courts, in these colonies. In Canada West they collect as high as £25; in Canada East, £6 5s.; in Prince Edward Island, £20; in Nova Scotia, £10, and in New Brunswick, £5.

MUNICIPAL SYSTEM.

Each colony is divided into counties, which are subdivided into parishes, or townships. The government of each county is managed by local officers. In both sections of Canada, the municipal system prevails, while in Nova Scotia and New Brunswick it has but a nominal existence. In Newfoundland and Prince Edward Island the subject has not received the attention of the Legislatures.

In Canada the system is efficient, comprehensive, and fully adapted to the wants of the country. Its administration is effected through county and township councils. Every township having one hundred resident freeholders is a corporate body, with power to elect a Reeve; when possessed of five hundred freeholders it has a right to elect a Deputy Reeve. The Reeve and Deputy Reeve are entitled to seats in the County Council. The Council has charge of all county and parish matters—county buildings, roads and bridges, levy taxes, appropriate educational moneys, fix and pay the salaries of county officers, enforce statute labor, regulate inns, &c., &c. In carrying out the system, each county draws a small amount of money from the Municipal Loan Fund. The total amount of this fund is \$12,000,000; it is equally divided between Canada East and Canada West. An assessment of six per cent. interest is made on all ratable property, and two per cent. per annum to be applied towards a sinking fund, designed to liquidate the municipal debt.

Such are a few of the leading features of the Canadian muni-

cial system, which is tending to habituate the people to self-government, business habits, and local legislation. In a word, this system is everywhere training up men to fill the various positions in life, to which industry, energy, and ability may elevate them.

Each of the other colonies has city corporations, and county and township officers, through which local matters are managed. In New Brunswick, each parish annually elects its township officers, who are confirmed in their offices by the justices in session. In the other colonies, the General Sessions make the appointments annually. In the lower colonies the taxes are light, amounting to little more than is necessary to support the poor, of whom the number, depending upon public support, is comparatively small.

BANKS.

In each colony, from an early period, chartered banks have been established, with powers defined by their respective Parliaments, and with an amount of capital regulated by their charters of incorporation. As each colony grew, their operations became more extended. Other banks and bank agencies have been established. In few countries has the banking system been more prudently managed.

Canadian Banks.

Name of Bank.	Capital author- ized by Act.	Capital paid up.
	\$ cts.	\$ cts.
Bank of Montreal.....	6,000,000 00	6,000,000 00
Bank of B. N. America...	4,866,666 00	4,866,666 00
Bank of Upper Canada...	4,000,000 00	1,925,403 00
Commercial Bank.....	4,000,000 00	4,000,000 00
Quebec Bank.....	3,000,000 00	1,337,410 00
Banque du Peuple.....	2,000,000 00	1,555,360 00
Bank of Toronto.....	2,000,000 00	800,000 00
Ontario Bank.....	2,000,000 00	1,598,283 00
City Bank.....	1,200,000 00	1,200,000 00
Molsons Bank.....	1,000,000 00	1,000,000 00
Banque Nationale.....	1,000,000 00	926,061 96
Banque Jacques Cartier ..	1,000,000 00	497,315 00
Gore Bank.....	800,000 00	800,000 00
Niagara District Bank....	400,000 00	269,422 55
Eastern Townships Bank..	400,000 00	246,258 50
Totals..	\$33,666,666 00	\$27,022,180 01

The statement of the Bank of British North America, refers to Canadian Branches only; and of the paid up capital, \$3,017,333, is allotted to the Branches in Canada.

The total liabilities of the Banks of Canada at the close of 1863, was \$32,061,584; and total assets \$62,207,261: showing the interest the stockholders have in the Banks to be \$30,145,677.

In addition, there are five Savings Banks holding deposits to the amount of \$2,608,858, deposited by 11,409 depositors. There are also nine Terminable and eleven Permanent Building Societies, holding in the aggregate \$2,720,828.

In *Nova Scotia* the principal Banks are—the Bank of Nova Scotia, Union Bank of Halifax, Halifax Banking Company, and Provincial Savings Bank. The two former have agencies at the principal towns in the Province.

New Brunswick Banks.

	CAPITAL.
Commercial Bank.....	\$1,200,000
Bank of New Brunswick.....	600,000
Westmorland Bank.....	80,000
Central Bank.....	200,000
St. Stephens Bank.....	200,000
Charlotte Bank.....	60,000

The extent of notes in circulation, in 1840, was \$1,400,000; in 1850, \$625,516; in 1854, \$2,680,000; and in 1858, \$944,000.

Prince Edward Island has only two Banks.

Newfoundland has three Banks. The Union Bank circulated notes, in 1861, to the extent of \$472,520, and the Commercial Bank, \$213,628. The assets of the Savings Bank, in 1860, amounted to \$744,504, and its liabilities were \$671,792.

CURRENCY.

The currency has undergone, and still continues to undergo, many changes. The dissimilarity in the value of the currency of these colonies is very great, which is a source of dissatisfaction. Recently the decimal mode of computation, (dollars and cents) has been adopted by Canada, New Brunswick and Nova Scotia, each of which has introduced copper and silver coins to replace those formerly in use; the old coins being still in circulation at various values. The laws and regulations differ in every colony, and in some instances the law and the practice differ in the same province. The bank notes of some of the colonies pass at a discount in others. Indeed, the rates at which many of the coins in circulation are current, are merely conventional. In *Prince Edward Island* the currency has been depreciated to the proportion of £1 10s. currency to the pound sterling.

The grain crops, in a part of Lower Canada, are taken in the *minot*, and not in the bushel. In like manner the acres are taken in *arpents*. A *minot* is about one-eighth more than a bushel, and an *arpent* is about one-seventh less than an acre.

Table containing the Sterling and Current Values of some of the Principal Coins in Circulation in the Provinces named therein.

Denomination.	Sterling.	Canada,	N. Scotia,	New Brunswick.	Newfoundland.	P. E. Isl'd.
Sovereign (pound sterling)...	£1 0 0	\$4 80	\$5 00	\$4 86	£1 4 0	£1 10 0
English Shilling.....	1 0	24	25	24	1 2	1 6
“ Sixpence.....	6	12	12½	12	7½	9
American Quarter Dollar....	1 0	25	25	25	1 3	1 6
“ Dime.....	5	10	10	10	6	.....
“ Half Dime.....	2½	5	5	5	3	.....
Crown.....	5 0	1 20	1 25	1 20	.....	7 6
Half Crown.....	2 6	60	62½	60	.....	3 9
Spanish Dollar.....	4 2	80	.....	80	.....	6 3
“ Half Dollar.....	2 1	40	.....	40	.....	3 0
American Eagle.....	1 0 0	5 00	5 00	5 00	.....	.....
Florin.....	2 0	48	.....	48	.....	.....
Four Pence.....	.....	8	.....	8	.....	.....
French Crown.....	.....	1 10	.....	1 10	.....	.....
One Franc.....	.....	.....	.....	17	.....	.....
Five Franc piece.....	.....	.....	.....	94	.....	.....
French Half Crown.....	.....	.....	.....	50	.....	.....

Canada, Nova Scotia, and New Brunswick have procured a large amount of decimal coinage for circulation. The bronze pieces are in cents and half cents; the silver ranges from five to ten, and twenty cent pieces.

The following Table will be found convenient.

S. D.		cents.	S. D.		CENTS.	S. D.		CENTS.
0	1½	is 2½	1	10½	is 37½	3	7½	is 72½
0	3	" 5	2	0	" 40	3	9	" 75
0	4½	" 7½	2	1½	" 42½	3	10½	" 77½
0	6	" 10	2	3	" 45	4	0	" 80
0	7½	" 12½	2	4½	" 47½	4	1½	" 82½
0	9	" 15	2	6	" 50	4	3	" 85
0	10½	" 17½	2	7½	" 52½	4	4½	" 87½
1	0	" 20	2	9	" 55	4	6	" 90
1	1½	" 22½	2	10½	" 57½	4	7½	" 92½
1	3	" 25	3	0	" 60	4	9	" 95
1	4½	" 27½	3	1½	" 62½	4	10½	" 97½
1	6	" 30	3	3	" 65	5	0	" \$1 00
1	7½	" 32½	3	4½	" 67½			
1	9	" 35	3	6	" 70			

The following Tables of Moneys of different Countries with which British North America holds commercial intercourse, reduced to their equivalents, in Sterling Coinage, may be useful.

UNITED STATES OF AMERICA.

DOLS.	CTS.	£	S.	D.
4	80	1	0	0
0	24	0	1	0
0	2	0	0	1
10	00 gold eagle	2	1	0
5	00 half do	1	0	6
1	00	0	4	2
0	1	0	0	0½

One dollar is equal to one hundred cents.

BRAZILS.

REIS.	£	s.	d.
6400 or gold piece.....	1	15	9
4000 " 	1	0	0
1200 or silver piece.....	0	4	2
960	0	4	1
640	0	2	9
320	0	1	4
200	0	0	8

One mil reis is equal to one thousand reis.

PORTUGAL.

REIS.	£	s.	d.
4120	1	0	0
206	0	1	0
20 or one vintern.....	0	0	1½
6400 or gold joannose.....	1	16	0
1000 silver crown, or mil reis.....	0	4	8
400 or crusado.....	0	2	3

One mil reis is equal to one thousand reis.

FRANCE.

FCS. CTS.	£	s.	d.
25 00	1	0	0
1 25	0	1	0
0 10	0	0	1
20 00 or gold Napoleon.....	0	16	0
5 00 or silver do.	0	4	0
1 00 do.	0	0	9½
0 10	0	0	1

One franc is equal to one hundred centimes.

NAPLES.

DUCATS. GRANI.	£	s.	d.
6 3	1	0	0
0 30	0	1	0

0	2½	...	0	0	1
30	00	piece of.....	5	0	0
1	00	silver ducat.....	0	3	4
0	120	or dollar.....	0	4	0
0	20	piece of.....	0	0	8
0	10	piece of.....	0	0	4

One ducat is equal to 100 grani.

SPAIN.

DOLS.	REALS.		£	s.	D.
4	14	.....	1	0	0
0	5	barely:.....	0	1	0
16	00	or gold doubloon.....	3	6	0
4	00	or gold pistole.....	0	16	6
1	00	or silver dollar.....	0	4	3
0	1	or real vellon.....	0	0	2½

One dollar is equal to twenty reals.

POSTAL SYSTEMS.

The postal systems of these colonies are in effective operation, and since these departments have been subject to the control of the Legislatures, the number of Post Offices, and the extent of mail communication, has been largely extended. During the time their postal systems were under the control of the Imperial Government, varying and arbitrary rates of postage were in force; but since each colony has had the management of its postal affairs, a uniform rate of three pence per ounce has been introduced, with excellent effect, throughout the whole of British North America. The postage to and from other countries varies considerably.

The following statistics will show, to some extent, the efficiency of this department, in the several colonies referred to :

Canada has entered into a contract to secure for five years, from April, 1864, steam communication with Great Britain *vid* the St. Lawrence in summer, and *vid* Portland in winter. The rate of payment to the contractor has been reduced from \$416,000 to \$218,000 per annum.

A contract has also been entered into to secure postal communication by steamboat for four years with Fort William, at the head of Lake Superior.

Correspondence with Europe and the American States has largely increased.

In 1863, Canada received by her steamships 447,000 letters, 604,000 newspapers, and 16,000 books from Europe; and sent 430,000 letters, 991,000 newspapers, and 5,400 books; besides 208,000 letters, and 229,000 newspapers received, and sent 103,000 letters, and 101,000 newspapers *vid* the United States. In this year Canada received \$70,000 postage on the Canadian correspondence sent and received by the Canadian steamships. The gross annual revenue arising from the Ocean mails is about \$150,000.

The total correspondence exchanged with the States rose from \$85,636 in 1852 to \$223,115 in 1863.

New Brunswick.

Years.	1853.	1859.	1861.	1863.
Number of Offices.....	135	289	364	375
Length of Mail route...	2160	2624	2824	2934
Total distance travelled	474471	.....	817612	723814
Revenue	\$27356	40743	46971	46129
Expenditure	\$42568	62800	71501	72857
Numb. of Letters posted .....	.....	580000	1109202	833625
“ Newspapers posted .....	.....	1580000	4262961	1840332

Nova Scotia.

Years.	1851.	1854.	1860.	1862.	1863.
No. of Offices.....	143	260	416	474	493
Distance travelled...	2487	....	....	4509	4568
Revenue.....	....	\$27,620	40350	54399	48174
Expenditure.....	....	\$40,636	69444	68305	70389
Total Mileage.....	352000	....	....	960144	911688
No. of Letters ....	....	....	1426878	1386473	1467726
No. of Newspapers..	....	....	2080520	2342090	3644332

Prince Edward Island.

The Legislative Reports of this colony do not furnish full details of its postal affairs. We gather, however, from the report of the Postmaster General for 1862, that there were 86 offices, in that year, and the revenue collected amounted to \$8,927.

BOARD OF WORKS.—CANADA.

The Board of Works has control of the Inland Navigation, the construction and repairs of Canals, Light Houses, improvement of the River Navigation, Roads, Provincial Steamers, and Parliamentary and other public buildings.

The total amount expended on Jails and Court-Houses in Canada East, up to the end of 1862, was \$392,171. The amount expended on the Parliamentary buildings at Ottawa, in 1863, was \$248,347.

The average of the annual expenditure by the Board of Works during the last thirteen years, has been \$1,216,362.

Statement of the principal Public Works, with the expenditures thereon, and revenues derived therefrom, between the years 1841 and 1862 inclusive :—

Object.	Expendit'e.	Revenue.
Welland Canal.....	\$3,718,663	\$3,583,926
Burlington Bay Canal.....	163,567	285,606
Port Stanley Harbor.....	140,569	79,639
Lake Huron Harbor.....	94,452	....
St. Lawrence Canals.....	3,199,365	1,362,862
Port Hope Harbor.....	40,000	10,300
Cobourg Harbor.....	42,617	39,534
River Trent, &c.....	437,367	....
Junction Canal.....	158,977	....
St. Ann's Lock	124,781	74,304
Ottawa, &c.....	370,635	....
Ordinance Canals, &c.....	68,723	....
Rideau and Ottawa Canal.....	31,695	67,707
Lachine Canal.....	553,557	....
Lake St. Peter.....	474,371	10,082
Quebec Piers.....	641,089	....
Chambly Canal, &c.....	329,701	164,400
Light Houses.....	1,140,294	....
Other objects.....	272,568	50,752
Ferries .....	....	31,946
Toronto Harbor.....	....	30,331
Windsor.....	....	33,865
Totals.....	\$12,468,988	\$6,865,254

MILITIA ORGANIZATIONS.

Previous to the last fifteen years, the "Muster Rolls" of these colonies numbered a considerable militia force. Since that time, however, there appeared to be but little inclination on the part of the governments, and less on the part of the people, to keep these organizations in being, so that until within the last year, when the militia laws were revised, and encouragement was given to the formation of rifle companies, &c., little was done. Each colony now, however, vies with its neighbor in

"rifle shooting," and each tries to win the *Cup*, the *Urn*, &c. Canada is now organizing a part (30,000) of her militia force, and the probability is that the militia of all these colonies will shortly be placed on a more efficient footing.

The number in each Province capable of bearing Arms may be estimated as follows:—

Canada.	N. Scotia.	N. Brunswick.	Newfdland.	P. E. Isl'd.
470,000	41,320	31,500	14,910	10,070

Allowing one-eighth of the population of these colonies capable of carrying arms, we have a total force of 411,520; and taking one-seventh of the population as the number capable of doing militia duty, we have a force of 469,900. However, in case of emergency, 500,000 able-bodied men could be called into the field for the defence of their country. Taking the census returns, upon which these calculations are based, Prince Edward Island had, in 1861, 11,144 who were between the ages of 21 and 45 years, and allowing the same proportion in the other Provinces, of this age, the whole force is about 600,000.

In Nova Scotia, as far back as 1846, there was an organized militia force of 56,000, and the census of 1861 gives nearly 70,000 males between the ages of 21 and 60. The census of New Brunswick shows 57,000 between the ages of 16 and 50 years.

DISTANCES AND MEANS OF TRANSIT.

FROM THE ATLANTIC TO THE PACIFIC.—From Halifax to Truro, by railroad, 61 miles; from Truro to New Brunswick, 70 miles. From Nova Scotia, by Major Robinson's eastern railway line, to Restigouche—Canada boundary—231 miles.

There are two circuitous lines of communication, by coach, from Nova Scotia to Canada: one by the Strait of Northumberland, 322 miles, the other by the River St. John route, 439 miles.

From Restigouche to River du Loup is 122 miles, by coach ; from thence, by railroad through Canada.

River du Loup to Quebec, 114 miles ; Quebec to Montreal, 180 ; Montreal to Prescott, 112 ; Prescott to Kingston, 62 ; Kingston to Cobourg, 99 ; Cobourg to Toronto, 67 ; Toronto to Stratford, 90 ; Stratford to Sarnia, Lake St. Clair, 102.

Total,—826 miles from River du Loup, by railroad, to Lake St. Clair, in Canada West ; thence, by water communication.

The following is a proximate table of distances between the navigable waters of Lake Superior to those of the Fraser River :

	Statute Miles.
Lake Superior to Red River Settlement	380
Red River to Edmonton, by valley of Saskatchewan ..	800
Edmonton to Jasper House, Rocky Mountains	400
Jasper House to Tete Jaune Cache	144
Thence to Richfield	150
<hr/>	
Total distance from Canada to Cariboo ..	1,874
Richfield to Quesnelle Mouth	60
Mouth of Quesnelle to Bentinck Arm, <i>circa</i>	250
Mouth of Quesnelle to Douglas, Yale, or Hope, <i>circa</i> ..	300
<hr/>	

Total distance between heads of navigation .. 2,184

It is, by this circuitous path, about 3,600 miles from Halifax, Nova Scotia, to the mouth of the Fraser River. Of this distance 2,000 miles, at least, is navigable, and of the distance between Lake Superior and the Rocky Mountains, 1,100 miles is navigable.

The most practicable route for a railroad across the northern part of this continent is on British territory. There is a gorge in the Rocky Mountains, on the British side of the line, called the New Caledonia or Jasper Pass ; the rocky walls on each side of which are several thousand feet in height. It is now proposed to construct a telegraph across this section of country, and ultimately a railroad.

By uniting the Canadian and Nova Scotian railroads, 458 miles, there would be an unbroken railway communication of 1,310 miles between Halifax and Lake St. Clair. Add to this

distance 480 miles of navigable waters, and we have 1,790 miles to the head of Lake Superior.

CANADA.—Taking the city of Quebec as a centre, it is 137 miles to St. Hyacinthe, by railroad; 180 miles, by steamboat—passing on the way, the city of Three Rivers, 80 miles, Port St. Francis, 90 miles, and Sorel, 135 miles. From Quebec, by the St. Lawrence, it is 600 miles to Shediac, N. B.; 650 to Charlottetown, P. E. Island, and 700 to Pictou, N. S. Montreal to Kingston is 190 miles; Kingston to Cobourg, or Port Hope, 100; Kingston to Toronto, 180, and from Toronto to Hamilton, 40—making 590 miles, by railroad, from Quebec to Hamilton. From Quebec to the head waters of Lake Superior, by water, is 2,000 miles, and from Quebec to the Port of Chicago in the State of Illinois, is 1,600 miles. Steamboats ply on the canals and lakes, during six months of the year. Passengers and goods may be conveyed from the ship's side, at Quebec, without further transshipment, to any of the numerous ports on Lakes Ontario, Erie, Huron or Michigan. The aggregate length of the St. Lawrence and lake canals is 66 miles. Vessels of 400 tons, carrying 3,300 barrels of flour, pass from the St. Lawrence into the great lakes. Thus, steamboats and rail-cars run almost side by side for 800 miles.

The following distances are extracted from J. S. Hogan's prize Essay on Canada:—

From Montreal	Miles.	From Montreal	Miles.	From Montreal	Miles.
TO		TO		TO	
Ogdensburg.....	138	Brockville.....	139	Grenville.....	66
Cape Vincent.....	190	Kingston.....	189	L'Orignal.....	73
Sackett's Harbor..	242	Cobourg.....	292	Ottawa.....	129
Oswego.....	286	Port Hope.....	298	Kemptville...}	157
Rochester.....	349	Bond Head.....	313	Merrickville...}	175
Lewiston.....	436	Darlington.....	317	Smith's Falls..}	100
Buffalo.....	467	Whitby.....	337	Oliver's Ferry.}	199
Cleveland.....	661	Toronto.....	367	Isthmus.....}	216
Sandusky.....	721	Hamilton.....	410	Jones' Falls...}	226
Toledo and Munroe	975	Detroit.....	596	Kingston.....}	258
Cornwall.....	78	Chicago.....	874		
Preecott.....	127	Carillon.....	54		

From Toronto to Kingston, 165 miles ; to Niagara Falls, 50, and to Oswego, 140. Oswego to Syracuse, 35 ; thence to Albany 147, and from Albany to New York, 147—making 469 miles from Toronto to New York. Toronto to Lewiston, 43 miles ; from thence to Albany—passing through Lockport, Rochester, Auburn, Syracuse, and Utica—356 miles. From Toronto to New York, *via* Lewiston, is 546 miles ; or, from Toronto to New York, *via* Rochester, by steamboat, 95 miles ; from thence by railroad to Albany, 251 miles, and from thence to New York, 147—making 493 miles by this line. The route, *via* Oswego, is 77 miles shorter than by Lewiston, and 24 miles shorter than that by Rochester ; and the Rochester route is 53 miles shorter than that by Lewiston. From Albany to Boston is 200 miles by railroad—making it, *via* the shortest route, 522 miles from Toronto to Boston. Toronto to Sault Ste. Marie 469 ; and from Toronto to Quebec is 555 miles.

The city of Ottawa is 53 miles by railroad from Prescott ; 126 by the Rideau Canal from Kingston, and 100 miles by the Ottawa River from Montreal.

Distances from Hamilton to the Western States, by the Great Western Railroad.

	Miles.		Miles.
To Dundas.....	6	To Eckford	96
Flamboro'.....	9	Chatham	140
Paris.....	20	Windsor	} 186
Woodstock.....	48	Detroit, Michigan	
Ingersoll.....	47	Chicago, Illinois.....	465
London.....	76		

From Chippewa, in Canada, to Buffalo, in the State of New York, is 18 miles ; from thence to Cleveland, 191 ; thence to Detroit, 136 ; from Detroit to Port Sarnia, in Canada, 72 ; Sarnia to Milwaukie, 524 ; and from thence to Chicago is 90—making 1,031 miles from Chippewa to Chicago, in Illinois.

In addition to the Grand Trunk Railroad, which passes through most all the principal places along the Lake and River frontier, nine or ten branch railroads connect with the chief towns and

settlements of the interior. Indeed, every town, village and settlement in the Province is connected by safe and speedy means of conveyance, and, also, with all the principal places in the American Union. Canada pays an annual subsidy of \$180,000 to a line of steamers which runs from Canada, *via* the St. Lawrence, to Great Britain, in summer, and between Portland, Maine, and Great Britain, in winter. The railway from Portland to Montreal, which conveys the cargoes of the steamers to Canada, is owned by the Grand Trunk Railway Company.

LOWER PROVINCES.—Nova Scotia and New Brunswick are connected with Canada by two coach roads—one *via* Amherst, Moncton, and the River St. John route; the other *via* the shore of the Strait of Northumberland, and the Gulf and River St. Lawrence. By the former route, it is 570 miles from Halifax to River du Loup; or, taking the Windsor route from Halifax, it is only 489 miles. A steamer plies between Pictou, Nova Scotia, and Quebec, during the summer season, touching at Charlottetown, Prince Edward Island, Shediac, Richibucto, and Miramichi, New Brunswick, and other intermediate ports. There is also a connection by mail-coach, and by steamer in summer, between St. John, New Brunswick, and Portland, Maine. The Cunard Steamship Company run a weekly steamer between Halifax and St. Johns, Newfoundland. Thus, Canada, New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland, are connected with each other by mail and passenger communication; and also with the cities and towns of the American Union.

MATAPEDIA ROAD.—This Road connects the settlements on the River St. Lawrence with those of New Brunswick, at the Restigouche, by the most practicable route across the great peninsula of Gaspé. It is ninety nine miles long. The country through which it passes is mountainous, and, therefore, costly to construct roads in. The road follows nearly in the path followed by Major Robinson in his Intercolonial Railway Survey. It is now so far completed as to be available for carrying the mails; and is used by travellers.

NEW BRUNSWICK.—Nearly the whole external boundary of this

Province is traversed by good roads, besides numerous cross-roads. The city of St. John is connected with Shediac by railroad, 107 miles. Steamers run daily during six months in the year, between St. John and Fredericton—84 miles; and to Woodstock during the spring and autumn freshets—65 miles; and to the Grand Falls, 73 miles further—making 222 miles by water from St. John to the Grand Falls. The distances by coach road are—St. John to Fredericton, 65 miles; thence to Woodstock, 62; to Grand Falls, 73; Little Falls, 26; and thence to River du Loup 80—in all, 306 miles. From St. John to Portland, Maine, is 230 miles; from St. John to St. Andrews, by coach, 65 miles; St. John to St. Stephen, *via* St. Andrews, is 98 miles; St. Andrews to Woodstock, by railroad, is 100 miles; St. John to Amherst, Nova Scotia, is 132 miles. From Fredericton to St. Andrews, 75 miles; to Richibucto, 104 miles; to St. Stephen, 70 miles, and to Chatham, Miramichi, 109 miles. Shediac to Sackville, *via* Bay Verte, is 50 miles; to Moncton, 15 miles; to Richibucto, 36 miles; to Chatham, 76 miles; to Bathurst, Bay Chaleurs, 122 miles; to Dalhousie, 175 miles; and to Campbelton, Restigouche, 191 miles. Shediac, by steamer, to Charlottetown is 75 miles; and from Shediac to Pictou, by steamer, is 100 miles. From Campbelton to River St. John at Tobique, is 132 miles. From Bay Verte to Cape Tormentine, is 20 miles; from thence across Northumberland Strait to Prince Edward Island, 9 m

Table showing the distances from Fredericton to the shire-towns of their respective Counties :

Counties.	Towns.	Miles.
Gloucester.....	Bathurst.....	164
Northumberland.....	Newcastle.....	105
Restigouche.....	Dalhousie.....	213
Westmorland.....	Dorchester.....	193
Queen's.....	Gagetown.....	34
Victoria.....	Grand Falls.....	137
Albert.....	Hopewell.....	190
King's.....	Kingston.....	104
Sunbury.....	Oromocto.....	13
Kent.....	Richibucto.....	226
Charlotte.....	St. Andrews.....	151
St. John.....	City of St. John.....	84
Carleton.....	Woodstock.....	63

Nova Scotia.—From Halifax to Truro, by railroad, is 61 miles; to Windsor, by railroad, 42 miles; and from thence to St. John, by steamer, 120 miles. Halifax to Pictou, 103 miles; to Amherst, 125 miles; Halifax to Lunenburg, 72 miles; Lunenburg to Liverpool, 36 miles; Liverpool to Shelburne, 40 miles; and from Shelburne to Yarmouth, 58 miles—making 206 miles from Halifax to Yarmouth. From Halifax to Digby, *via* Windsor, is 145 miles. Halifax, by packet, to St. John, N. B., is 300 miles. Halifax to St. Johns, Newfoundland, 650 miles; to Bermuda, 900 miles; to Boston, 428 miles; to Portland, 350 miles; and to New York, 550 miles. From Pictou, *via* Antigonish (50), to Canso is 83 miles. Pictou, *via* Pugwash, to Amherst, 88 miles. Amherst to Bay Verte, 20 miles. From Plaster Cove, Strait of Canso, to Port Hood, Cape Breton, is 30 miles; Plaster Cove to Sydney, *via* St. Peter's, 110 miles; Plaster Cove to Arichat, 27 miles. From Sydney to Margaree, *via* Sydney Mines, is 84 miles.

The province of Nova Scotia is traversed, internally and ex-

ternally, by good roads, on some of which weekly, tri-weekly, and daily mails run.

Newfoundland.—The peculiar configuration of this island—indented by deep bays, along with the rocky character of the country—renders road-making very expensive. There are no roads across the province. The principal roads skirt the south-eastern and south-western seaboard. Assuming the city of St. Johns as a centre, it is, by northerly route, 30 miles to Conception Bay; 60 to Harbor Grace; 72 to Salmon Cove; and 105 to Baie de Verds. St. Johns to Carbonear, 67; to Bonavista, 143; and to Twillingate, 220 miles. From St. Johns to Cape St. Francis, 21 miles; to Great Cove, 113 miles; and from St. Johns to Topsail, *via* Portugal Cove, 20 miles. From St. Johns, *via* southern route, to Great Placentia, 80; Burin, 152; Harbor Briton, 197; Burgeo, 308; and to Cape Ray, 406 miles. From St. Johns to Trepassy, Ferryland route, crossing the country, 81 miles; by the shore path, 88 miles; and by the Salmonier route, 80 miles. The principal means of communication are by water. A steamer plies between St. Johns and Halifax once a fortnight, in summer, and once a month, in winter. News is obtained from the passing steamers from Europe, and sent by telegraph to all parts of the American continent nearly two days before its arrival at New York.

Prince Edward Island.—From Charlottetown to St. Eleanors, in Prince County, 40; to Port Hill, 53; to Egmont Bay, 56; to Bedeque, 38; and to Georgetown, 30 miles. Mails and passengers are conveyed, in winter, from Cape Traverse, in ice-boats, across the Strait of Northumberland (9 miles) to Cape Tormentine in New Brunswick. All parts of the Island are traversed by coach-roads. During the summer season, a communication is kept up by steamer with Pictou, 40 miles; Shediac, 75 miles; and Quebec, 650 miles.

DISTANCES FROM NEW WESTMINSTER TO THE
CARIBOO GOLD REGIONS.

Ascending the Fraser River from New Westminster, it is 16 miles to Fort Langley. The Harrison River enters the Fraser at 35 miles above New Westminster. At the latter distance the roads diverge in the direction of the gold mines; one *via* Harrison River, Douglas, the Lakes, and Lilloett; the other *via* Fraser River, Hope, Yale, and Lytton. The former is the most direct route. From Harrison River to Douglas is 50 miles; from the latter village to Lilloett is 30 miles. Lilloett is in lat. $50^{\circ} 41' N.$, and long. $122^{\circ} W.$, altitude above the sea 1,036 feet. From Lilloett to Cariboo is 260 miles; along the first section of this distance a waggon road has been constructed to Alexandria, 197 miles, at a cost of \$340,000.

From Harrison River to Hope is 95 miles; from the latter place to Yale is 15 miles. At Little Cannon the Fraser River intersects the Cascade Mountains, where its navigation is obstructed by a number of bench-like falls. Some of these mountains are about 3,000 feet high.

From Yale to Lytton is 23 miles (Cook's ferry); from the Ferry to McLean's is 42 miles. At 11 miles above Yale the Fraser is spanned by a bridge. The summit of Pavilion Mount is about 4,000 feet above the level of the sea. The country for much of this distance is mountainous. Between the mountains, however, and along the valleys of the streams, are large flats of prairie lands and excellent agricultural soils.

The Lilloett and Yale roads meet, in the Cut-off valley, 47 miles above the former village. The country from Cut-off valley to Bridge Creek, 100 miles, is generally unfit for tillage. From Bridge Creek to Williams Lake is 48 miles; and from this lake to Valley House is 9 miles. The land between Bridge Creek and Valley House is highly fit for farming. Two ways lead from Valley House to the gold districts at Cariboo.

From Williams Lake to Richfield, in the best gold-producing

district, *via* the Fraser River and Cottonwood, is 249 miles, through a rugged and swampy country; the eastern route *via* Beaver Lake and Quesnelle, through a similar country, is 113 miles. From Williams Creek to Lightning Creek is 15 miles; country mountainous.

At Alexandria, a fort belonging to the Hudson Bay Company, in lat. 52° 33' N., long. 122° 26' West, the Fraser River is about 300 yards in width, and 20 feet deep.

TELEGRAPH LINES, 1863.

Canada.

The following statistics are extracted from returns made to the office of the Canadian Minister of Finance :

	Montreal Telegraph Company.	Vermont & Boston Telegraph Comp'y.*	Total.
Length in mils. of Telegraph line	3,087	43	3,130
Length in miles of wire used . . .	4,002	43	4,045
No. of Stations open to the public	145	1	146
No. of instruments	207	1	208
No. of public messages sent	†330,210	2,569	332,779

* This Return refers solely to that part of the Company's line within the limits of the Province.

† The Company also furnishes twenty-two Journals twice and sometimes three times a day with public reports, seldom containing less than half a column of printed matter, and often extending to a column and a half or two columns. Every Office, besides, telegraphs the amount of cash taken and reports the checks against all Offices with which business is done. Public reports, and receipt messages, if calculated at an average of ten words, would give considerably more messages than those reported above, and 750,000 may safely be set down as passing over the line yearly.

Nova Scotia.

The principal part of the Telegraph Lines in the Lower Provinces were leased, in 1860, to the American Telegraph Company,—an organization composed of British and American citizens. This Company controls a large proportion of the Telegraph Lines on the American continent. The lines are divided into districts, generally by Provinces and States; and each district is under the charge of a superintendent and staff of operators, who are generally natives of the district to which they are appointed. The Province of Nova Scotia contains a greater extent of Telegraph wire, and Telegraph offices, in proportion to population, than any other country in the world; having 1311 miles of wire and 53 offices. Every county is connected with the capital (Halifax) by telegraph. The cost of construction and equipment was \$120,000. Fifty thousand messages are sent per annum. The revenue is insufficient to cover the working expenses and upholdance. The length of lines is as follows :

Halifax	to Sackville, N. B.,	<i>via</i> Londonderry	135 miles.
"	" "	" Pictou.....	193 "
"	" Yarmouth,	" Liverpool...	231 "
"	" "	" Annapolis..	248 "
Wolfville	" Canning,	"	8 "
Pictou	" Port Hood,	"	138 "
Antigonish	" Cape Canso,	"	68 "
Plaster Cove	" North Sidney,	"	115 "
St. Peters	" Arichat,	"	25 "

Total... 1161 miles.

There are 150 miles of Telegraph line and three offices between Aspy Bay and Port Hood, owned by the New York, Newfoundland, and London Telegraph Company; but marked under the Nova Scotia charter. There are three submarine cables in Nova Scotia, having an aggregate length of three miles.

The following represents the tariff scale in Nova Scotia, which does not differ much from that of the other Provinces:—

Distances.	From 1 to 10 words.	For each additional word over 10 words.
From 1 to 60 miles	12½ cents.	1 cent.
“ 60 to 120 “	25 “	2 cents.
“ 120 to 180 “	37½ “	3 “
“ 180 to 240 “	50 “	4 “
“ 240 to 300 “	62½ “	5 “
Over 300 “	75 “	6 “

The Nova Scotia lines connect with the lines of the other Lower Provinces.

New Brunswick.

The Telegraph lines of this Province measure in the aggregate 550 miles. The lines are under the control of several companies, but the main line, from Nova Scotia to the States, is under the control of the American Company. Lines diverge from Moncton northerly to Miramichi, westerly to cities of St. John and Fredericton, Woodstock, St. Andrews, and St. Stephen.

Newfoundland.

The American Telegraph Company controls the main line from Nova Scotia to St. Johns. There are several branch lines in connection with it. The aggregate length is about 450 miles—85 of which, from Cape Ray to Cape Breton, is submarine.

Prince Edward Island.

This island has fifty miles of telegraph wire, from Charlottetown to New Brunswick, ten of which are submarine.

Making in the aggregate 6,406 miles of Telegraph line in British North America.

British Columbia—Postal Matters, 1863.

The total number of letters conveyed during the year was 18,358, of which 14,630 were foreign, and 3,738 colonial; it is estimated that about 25,000 letters were carried by private parties. The amount of revenue derived was \$7,492, the total expenditure was \$16,457.

Post offices are established at all the villages along the roads to the gold mines. The postage, however, is costly.

Subsidies to Packets, &c.

The Cunard line of Packets is subsidized by Great Britain to the amount of \$1,000,000 annually, besides paying the United States government \$100,000 per annum for carrying mails. Canada pays an annual subsidy to her steam-packets of \$218,000. The Cunard line of steamers commenced running four steamers in 1840; in 1861 it had eleven, with several branch lines, employing an aggregate of 50,000 tons.

Distances between America and Europe.

From Quebec to Liverpool, *viâ* Strait of Belleisle, 2,680 miles; Quebec to Galway, Ireland, 1860; Halifax to Liverpool, 2,800; St. John, N. B., to Liverpool, 3,050; Shediac to Liverpool, 2,880; Charlottetown to Liverpool, 2,800; St. Johns, Newfoundland, to Galway, 1,700; New York to Ireland, 2,815; and from Portland, Maine, to Liverpool, is 3,800 miles.

Tabular Statement of the costs of maintaining the Civil Government of the undermentioned colonies :

Items of cost.	Canada.	Nova Scotia.	N. Brunswick.	P. E. Island.	Brit. Columbia.
	\$	\$	\$	\$	\$
Governor's salary.....	31111	15000	13846	7500	9000
Clerks and Contingencies.....	17379	1750	1723	500	.....
Provincial Secretary.....	5000	2800	2400	1400	4000
Clerks, &c.....	40128	4089	3250	.....	.....
Provincial Register, &c.....	11672	.....	.....	665	.....
Receiver General, &c.....	29397	4504	2126	.....	.....
Executive Council.....	25683	345	12824	4300	.....
Financial Department.....	63955	4278	.....	.....	.....
Public Works Department.....	45927	1600	4800	.....	.....
Bureau of Agriculture.....	30599	.....	.....	.....	.....
Postmaster General.....	5000	2000	2400	1400	.....
Clerks, &c.....	36761	.....	10064	.....	.....
Surveyor General.....	5000	2000	2400	1200	6000
Clerks, &c.....	101624	3155	6835	.....	.....
2 Attorneys General (Canada).	10000	2000	2400	1400	2500
2 Solicitors General (Canada).	6000	.....	932	.....	.....
Clerks, &c.....	4649	16	60	.....	.....
Clerk of the Crown.....	.....	.....	.....	512	.....
Colonial Treasurer.....	.....	.....	.....	1400	3750
Collector of Customs.....	.....	.....	.....	665	3250
Auditor General, &c.....	.....	.....	3000	.....	.....
Master of the Rolls.....	.....	.....	.....	1600	.....

There are some other small amounts not named in the above table.

FINANCIAL.

Comparative Statement of the Entire Payments of Canada in the years 1861, 1862, and 1863.

PAYMENTS.	1861.	1862.	1863.
	\$ cts.	\$ cts.	\$ cts.
Interest on Public Debt.....	3,735,789 05	3,774,314 65	3,717,733 85
Charges of Management.....	67,298 91	52,076 65	42,638 36
Exchange.....	26,666 70	20,754 12	19,611 14
Sinking Fund.....	119,391 79	166,975 33	182,743 32
Redemption of Public Debt.....	2,733 872 21	279,330 96	4,166,375 10
Premium and Discount.....	13,441 35	7,098 03	32,530 66
Civil Government.....	437,285 49	486,620 04	430,527 47
Administration of Justice, East....	350,557 54	346,375 78	364,785 72
Do West....	320,176 55	318,312 23	330,530 32
Police.....	30,548 20	31,179 36	30,831 34
Penitentiary, Reformatories, and Prison Inspection.....	148,046 55	155,612 03	152,190 60
Legislation.....	463,124 57	432,048 19	627,377 92
Education, East.....	259,601 91	260,298 75	254,317 86
Do. West.....	247,192 11	273,271 06	274,112 68
Literary and Scientific Societies....	17,900 00	16,800 00	14,300 00
Hospitals and Charities.....	272,041 55	307,686 71	250,942 25
Geological Survey.....	20,315 09	17,400 00	23,650 00
Militia and Enrolled Force.....	84,687 60	98,444 70	41,116 17
Arts, Agriculture and Statistics....	2,317 00	17,472 01	11,421 82
Census.....	118,393 77	24,648 46	12,629 24
Agricultural Societies.....	102,620 21	108,348 58	105,696 11
Emigration and Quarantine.....	48,435 57	54,323 56	57,406 32
Pensions.....	34,509 38	42,473 03	40,460 49
Indian Annuities.....	35,420 00	26,620 00	43,820 00
Public Works and Buildings.....	1,036,240 45	421,053 03	474,712 40
Rents, Repairs, etc., do.....	39,572 05	97,041 71	39,247 07
Roads and Bridges.....	181,668 81	259,582 99	119,627 72
Ocean and River Steam Service....	432,022 73	507,944 48	511,356 40
Light House and Coast Service....	110,462 08	103,522 14	102,724 75
Fisheries.....	27,342 00	25,215 76	22,758 41
Redemption of Seigniorial Rights..	224,133 46	379,849 22	222,608 12
Culling Timber.....	68,399 06	68,576 03	76,827 04
Railway and Steamboat Inspection.	15,113 17	15,020 40	10,577 81
Advances.....	411,668 43	223,462 02	89,518 78
Municipalities' Fund, East and West	445,314 27	313,384 58	142,333 86
Indian Fund.....	99,726 07	112,819 35	131,989 55
Subsidiary Lines.....	340,000 00	80,590 00	.....
Reception of H. R. H. the Prince of Wales.....	63,225 29	.....	.....
Miscellaneous.....	45,849 91	64,099 20	68,469 26
Collection of Revenue :			
Customs.....	363,401 44	377,402 81	364,947 83
Excise.....	31,779 87	35,173 74	36,613 58
Post Office.....	442,521 19	436,586 51	431,906 71
Public Works.....	279,006 92	313,823 47	236,761 91
Territorial.....	277,503 93	135,797 75	79,767 67
Fines and Forfeitures.	14,380 59	11,716 99	7,627 82
Minor Revenues.....	1,092 00	754 14	413 03
Special Funds.....	97,777 46	91,523 31	70,694 05
Total Payments.....	14,742,834 28	11,395,923 56	14,909,182 51

*Comparative Statement of the entire Receipts of the Province of Canada
in the years 1861, 1862, 1863.*

RECEIPTS.	1861.	1862.	1863.
<i>Ordinary Revenues.</i>	\$ cts.	\$ cts.	\$ cts.
Customs.....	4,774,562 26	4,652,183 06	5,171,080 82
Excise.....	344,665 14	500,313 52	829,801 77
Post Office.....	357,015 40	391,443 07	438,864 16
Ocean Postage.....	100,709 45	17,274 14	0 00
Public Works.....	324,619 63	383,704 21	539,948 99
Provincial Steamers.....	30,578 35	37,756 98	35,874 07
Territorial.....	678,922 82	629,886 12	682,795 74
Casual.....	22,124 39	11,201 09	11,813 60
Quebec Loan.....	685 26	6 92	294 65
Interest on Investments.....	489,304 91	394,745 94	362,769 70
Premium and Discount.....	18,932 67	3,373 31	157,754 04
Bank Imposts.....	52,374 95	26,421 90	15,417 68
Law Fees.....	32,514 84	30,267 28	29,524 00
Fines and Forfeitures.....	24,283 39	22,340 67	14,359 34
<i>Special Revenues.</i>			
Law Fees, Lower Canada.....	82,480 11	70,276 68	91,731 77
Do. Upper Canada.....	40,826 77	44,198 84	50,535 43
River Police.....	12,890 25	10,645 72	14,099 54
Mariner's Fund.....	14,255 18	11,778 56	14,373 24
Passenger Duty (Emigration and Quarantine).....	19,112 00	21,341 00	18,039 00
Railroad and Steamboat Inspection	23,372 33	10,265 97	10,450 95
Fisheries.....	7,371 85	8,824 61	7,170 80
Shipping Office Fees.....	860 00	826 00	653 00
Culler's Office Fees.....	67,304 25	73,940 31	79,960 21
<i>Debentures, &c.</i>			
Debentures and Stock.....	2,756,305 59	2,220,759 99	1,702,191 66
Imperial Sinking Fund.....			2,920,000 00
Sales of Public Works.....	7,696 99	1,362 10	3,228 33
<i>Guaranteed and Advance Accounts.</i>			
Municipal Loan Fund, U. C.....	186,309 00	123,849 20	184,362 62
Do. L. C.....	93,078 47	6,224 37	170,392 44
Quebec Fire Loan.....	4,814 55	3,489 29	6,424 05
Law Society.....	19,936 47	16,312 34	13,341 11
Court Houses, L. C.....	24,224 47	28,163 19	25,392 81
Upper Canada Building Fund.....	29,169 30	27,738 00	29,943 28
Great Western Railway, Interest Account.....	24,160 00	24,150 00	25,052 48
Northern Railway, Interest Account	475 00		14,125 00
G. T. R., Postal Subsidy Account..			39,966 48
Do. Advance Account.....	1,000 00		0 00
Do. Special Account.....		2,567 62	0 00
New Coinage.....	4,803 27		0 00
Ocean Steam Company.....	189,619 98	1,225 00	0 00
Improvement Fund, Advance Acc't.		3,486 80	0 00
Montreal Harbor Commission.....			22,200 00
Investment ex Consolidated Cana- dian Loan.....	867,749 38	60,000 00	21,368 41
Consolidated Fund, Investm't Acc't.	8,900 00	124,898 63	7,781 68
<i>Trust Funds.</i>			
Tavern Licenses.....	3,400 99	3,886 60	3,962 15
Lower Canada Building and Jury Fund.....		2,892 53	29,710 68
Municipalities' Fund, West.....	298,049 24	177,021 41	132,695 48
Do. East.....	26,976 07	24,916 79	38,752 38

Comparative Statement of the entire Receipts, &c.—Continued.†

RECEIPTS.	1861.	1862.	1863.
Education, West.....	22,110 74	14,668 20	7,887 73
Do. East.....	27,750 13	18,167 10	35,953 07
Common School Fund.....	111,594 25	207,893 53	123,240 25
Indian Fund.....	256,629 02	165,789 57	223,409 94
Copy Right Duties.....	999 67	826 30	672 52
Indemnity to Revenue Inspectors..	141 55	.....	341 45
Trust Fund Investment Account....	24,400 00	16,400 01	16,800 00
Bursar of University.....	1,109 13	.....	0 00
Quebec Bishopric.....	41,878 63	.....	0 00
Provident Savings Bank.....	102,533 34	.....	0 00
Total Receipts.....	12,655,581 48	10,629,204 47	14,382,508 00

Sources of Revenue, and amounts derived; and Heads under which amounts have been expended in Nova Scotia, New Brunswick, and Prince Edward Island, in the years named:—

COLONY.	NOVA SCOTIA.		NEW BRUNSWICK.		PRINCE EDWARD ISLAND.	
	1861	1863	1860	1863	1860	1863
<i>Revenue.</i>	\$	\$	\$	\$	\$	\$
Customs.....	606,939	861,989	694,217	585,069	83,412	85,672
Post Office.....	25,836	33,932	46,283	46,129	7,120	4,832
Export Duties.....			57,541	61,834		
Territorial.....	16,598	22,232	45,056	23,298	29,100	28,412
Light Duty.....	20,033	32,343	21,347	20,998		2,500
Railway.....		149,674		138,300		
Royalty on Coal.....		36,001				
Gold Fields.....		19,247				
Railway Impost.....				132,678		
<i>Expenditure.</i>						
Board of Works.....	186,107	84,867	207,085	117,332		
Agriculture.....	1,550	5,671	15,626	12,657		329
Crown L. Department....		14,400				
Education.....	66,749	66,607	125,621	112,530	52,400	56,436
Interest.....		21,988		51,594		13,760
Legislature.....	47,643	37,789	48,126	44,823	8,000	9,604
Militia.....	20,000	29,444	5,137	13,275		2,160
Postal Communication...	49,841	59,929	71,969	72,857	11,840	14,796
Railway Interest.....		244,767		116,615		
Railway Expenses.....		127,000		96,562		
Salaries.....		59,704		57,200		23,000
Gold Fields.....		25,250				
Roads, Bridges, &c.....	100,463	137,111	119,026	*	23,000	27,376
Revenue Expenses.....	52,396	55,853	42,875	40,592	3,772	
Printing.....	6,483	12,439	12,942	14,815		29,23
Judicial.....	17,108	2,432	14,614	12,437	1,920	7,280
Asylums.....	7,225	22,051	31,633	16,000	2,200	3,536

* Included in the sum expended by the Board of Works.

There are numerous other small items both of Revenue and Expenditure not included in the foregoing table.

Tubular view of the Financial state of the Atlantic and St. Lawrence Provinces of British North America in 1862.

	Canada.	Nova Scotia.	New Brunswick.	Prince E. Island.	New-foundland.	Totals.
Population.....	2,507,657	330,657	252,047	80,857	124,608	3,296,026
Imports.....	\$48,600,633	\$8,445,042	\$6,458,020	\$1,055,000	\$5,085,410	\$69,594,105
Exports.....	33,590,125	5,646,861	4,017,225	655,000	5,858,615	49,773,926
Revenue.....	\$9,760,316	\$1,127,298	\$692,230	\$129,272	\$584,638	\$12,293,754
Expenditure.....	10,742,807	1,009,701	675,188	172,256	690,290	13,290,242
Debt.....	\$60,355,472	\$4,912,689	\$4,739,880	\$720,000	\$207,102	\$70,935,143
Vessels entered.....	2,187	6,111	3,175	1,076	1,345	13,894
Tonnage.....	\$22,439	673,047	561,763	69,080	160,075	2,386,104
Men.....	33,151	80,505	27,420	4,841	9,350	104,917
Vessels departed.....	2,124	5,863	2,969	1,095	1,159	13,210
Tonnage.....	906,094	630,207	586,973	\$1,298	147,232	2,410,714
Men.....	31,517	39,054	27,684	5,418	8,613	103,773
Vessels built.....	297	201	90	73	26	687
Tonnage.....	49,241	39,383	48,719	12,375	2,786	157,504
Value.....	\$1,475,230	\$1,461,570	\$1,461,570	\$371,250	\$83,580	\$4,853,200

The shipping inwards and outwards for Canada are, for the Ports of Montreal, Quebec, and the other ports on the River and Gulf of St. Lawrence.

Comparative Statement of the traffic on the Canadian Canals.

	1851.	1862.	1863.
<i>Welland Canal.</i>			
Number of vessels.....		7,279	6,899
“ tons.....	700,168	1,476,842	1,330,097
“ goods.....	691,625	1,243,774	1,141,120
“ passengers.....	4,758	5,087	7,769
Tolls collected.....	\$201,841	\$283,838	\$226,676
Net proceeds.....		7,956	13,879
<i>St. Lawrence Canal.</i>			
Number of vessels.....		11,004	11,245
“ tons.....	545,598	1,049,230	1,036,309
“ goods.....	450,400	964,404	895,133
“ passengers.....	33,986	28,214	26,673
Tolls collected.....	\$91,252	\$138,189	\$93,682
Net proceeds.....		14,388	12,750
<i>Chambly Canal.</i>			
Number of vessels.....		2,518	3,780
“ tons.....	90,893	154,552	272,628
“ goods.....	110,726	148,291	253,319
“ passengers.....	1,860	1,533	1,867
Tolls collected.....		\$13,061	\$25,388
Net proceeds.....		20	10,021
<i>Burlington Bay Canal.</i>			
Number of vessels.....		1,918	1,647
“ tons.....	473,690	286,718	240,445
“ goods.....	58,107	191,777	162,305
“ passengers.....			6,178
Tolls collected.....		\$37,450	\$17,645
Net proceeds.....			
<i>St. Ann's Lock.</i>			
Number of vessels.....		4,000	5,041
“ tons.....	101,938	241,729	318,273
“ goods.....	105,933	228,096	240,370
“ passengers.....	14,130	17,365	20,916
Tolls collected.....		\$6,939	\$5,013
Net proceeds.....			
<i>Ottawa and Rideau Canals.</i>			
Number of vessels.....		6,123	6,969
“ tons.....		373,325	376,161
“ goods.....		337,380	360,028
“ passengers.....		1,018	1,288
Tolls collected.....		\$17,824	\$16,812
Net proceeds.....		25	269

The total tonnage of vessels and goods passed through the Canadian Canals was,

In 1860.....	5,614,601 tons.	|	In 1862.....	6,696,118 tons.
In 1861.....	5,922,803 "	|	In 1863.....	6,626,189 "

The gross Revenue in 1863 was, \$422,179; and net revenue \$236,124.

In order to divert a larger part of the Lake trade *via* the St. Lawrence Canals, Canada during the last three years refunded a large part of the tolls. They are now, however, reimposed. The only way to secure a full share of this traffic is, to enlarge the canals, or secure a more direct passage for larger class vessels from the West to the Atlantic Ocean.

The following tabular statement shows the number and tonnage of vessels outwards and inwards at the St. Lawrence and Lake ports of Canada :

Vessels inwards at Quebec, Montreal, and outports,

	No.	Tonnage.	Men.
In 1861.....	2,442 ..	1,007,128 ..	37,091
" 1863.....	2,463 ..	1,041,679 ..	35,851
Outwards " 1861.....	2,389 ..	1,659,667 ..	36,678
" 1863.....	2,514 ..	1,071,107 ..	35,723

Inwards at the 56 Lake ports,

In 1863.....	.....	3,538,701 ..	.....
Outwards " 1863.....	.....	3,368,432 ..	.....

Of the Lake tonnage inwards, 2,637,754 tons were steam, and 900,747 sail; outwards, 2,544,379 tons were steam, and 824,053 were sail. Of these, Canada owned 2,163,953 tons steam, and 1,145,637 sail—total tonnage owned by Canada in 1863 on Lakes, was 3,309,590 tons.

Tabular Statement showing the commercial progress made in each Colony in about thirty years: from 1834 to 1862 inclusive.

<i>Canada—1832.</i>		<i>Canada—1862.</i>	
No. of vessels built.....	13	No. of vessels built.....	297
“ tonnage.....	3,952	“ tonnage.....	49,241
“ vessels employed	1,292	“ vessels employed	2,187
“ tonnage.....	345,420	“ tonnage.....	922,439
“ men.....	15,223	“ men.....	33,151
Imports in 1835.....	\$11,502,990	Imports.....	\$48,600,633
Exports.....	9,000,000	Exports.....	33,596,125
Revenue in 1834.....	1,327,150	Revenue.....	9,760,316
Expenditure “.....	1,353,090	Expenditure.....	10,742,807
<i>Nova Scotia—1834.</i>		<i>Nova Scotia—1862.</i>	
Imports.....	\$3,524,590	Imports.....	\$8,445,042
Exports.....	2,134,270	Exports.....	5,646,961
Revenue in 1835.....	274,722	Revenue.....	1,127,298
Expenditure “.....	375,765	Expenditure.....	1,009,701
No. of vessels employed	2,600	No. of vessels employed	6,111
“ tonnage.....	215,000	“ tonnage.....	673,047
“ men.....	11,100	“ men.....	39,500
<i>New Brunswick—1834.</i>		<i>New Brunswick—1862.</i>	
Imports.....	\$3,107,500	Imports.....	\$6,458,020
Exports.....	2,886,055	Exports.....	4,017,225
Revenue.....	301,580	Revenue.....	692,230
Expenditure.....	230,000	Expenditure.....	675,188
No. of vessels built.....	92	No. of vessels built.....	90
“ tonnage.....	23,058	“ tonnage.....	48,719
<i>Newfoundland—1834.</i>		<i>Newfoundland—1862.</i>	
Imports.....	\$2,158,367	Imports.....	\$5,035,410
Exports.....	3,804,107	Exports.....	5,858,615
Revenue.....	102,180	Revenue.....	584,638
No. of vessels built.....	31	No. of vessels built.....	26
“ tonnage.....	1,696	“ tonnage.....	2,786
“ employed.....	840	“ vessels employed	1,440
“ tonnage.....	99,100	“ tonnage.....	....
“ men.....	5,500	“ men.....	....
<i>Prince E. Island—1832.</i>		<i>Prince E. Island—1862.</i>	
Imports.....	\$8,465	Imports.....	\$1,055,000
Exports.....	22,040	Exports.....	655,000
Revenue.....	57,565	Revenue.....	129,272
Expenditure.....	40,050	Expenditure.....	172,256
No. of vessels built.....	44	No. of vessels built.....	73
“ tonnage.....	4,300	“ tonnage.....	12,375
“ vessels employed	400	“ vessels employed	1,095

Tabular Statement showing the aggregate of the commercial progress made in British North America in thirty years: from 1832 to 1862, inclusive.

Population in 1832.	1,200,000	Population in 1862.....	3,360,000
Imports.....	\$17,288,600	Imports.....	\$69,594,105
Exports.....	12,254,445	Exports.....	49,773,926
No. of vessels built.....	289	No. of vessels built.....	687
“ tonnage.....	34,791	“ tonnage.....	157,504
Vessels inwards in 1836—		Vessels inwards in 1862—	
Number.....	10,009	Number.....	13,894
Tonnage.....	1,199,628	Tonnage.....	2,386,104
Vessels outwards—		Vessels outwards—	
Number.....	9,301	Number.....	13,210
Tonnage.....	1,151,181	Tonnage.....	2,410,714

NOVA SCOTIA.

Tabular Statement of the amount of Imports and Exports, Revenue and Expenditure, for the years given herein :

Year.	Imports.	Exports.	Revenue.	Expenditure.
	\$	\$	\$	\$
1851	.....	.....	433,120	423,742
1852	5,970,877	4,853,903	485,582	482,895
1853	7,085,431	5,393,538	510,192	458,712
1854	8,955,410	3,696,525	752,642	776,802
1855	9,413,515	4,820,645	833,069	783,052
1856	9,349,160	6,864,790	691,015	696,397
1857	9,680,880	6,967,830	726,666	793,809
1858	8,075,590	6,321,490	716,025	737,108
1859	8,100,955	6,889,130	698,938	690,595
1860	8,511,549	6,619,534	870,055	852,133
1861	7,613,227	5,774,334	892,324	1,017,502
1862	8,445,042	5,646,961	1,127,298	1,009,701
1863	10,201,391	6,546,488	1,249,103	1,148,357

Tabular Statement of the Number of Vessels, Tons, and Men, entered at, and departed from, the ports of Nova Scotia, in the years named therein; also, the Number, Tonnage, and Value, of vessels built in the years given:—

Years.	Inwards.			Outwards.			Built.		
	Vess'ls	Tons.	Men.	Vess'ls	Tons.	Men.	Vess'ls	Tons.	Value.
1855	5839	584,950	36,449	5564	572,221	35,689	236	40,469	\$1,500,000
1856	5613	564,005	35,664	5451	605,301	35,785	208	39,582	1,482,032
1857	4316	487,615	28,180	4656	501,869	30,221	148	23,548	878,100
1858	5122	568,880	35,807	5455	579,579	36,986	151	16,366	606,320
1859	5635	638,042	38,210	5809	657,092	40,218	...	.....	.....
1860	6022	718,102	42,160	6207	731,769	43,747	233	20,684	852,831
1861	6323	696,763	41,804	6089	695,582	41,520	216	23,634	972,448
1862	6111	673,047	39,505	5863	690,209	39,054	201	39,383	1,566,168
1863	6038	712,939	45,064	5705	719,915	44,952	207	46,862	1,962,814

Tabular Statement showing the countries with which the undermentioned Colonies trade, and the value, in Dollars, of the Imports from, and the Exports to, each. Also, the number and tonnage of Vessels arrived in the Lower Provinces, in 1862:—

	Great Britain.	United States.	British Colonies.		Other Countries.	Totals.	No. of Vessels.	Tonnage.
			N. Amer.	W. Indies.				
CANADA.								
Imports.....	21,179,312	25,173,157	535,469	38,851	1,673,844	48,600,633	.....	.....
Exports.....	15,224,417	15,063,730	826,871	13,775	550,252	31,679,045	.....	.....
NOVA SCOTIA.								
Imports.....	2,786,571	1,683,591	725,659	133,470	869,262	6,198,553	3,408	277,718
Exports.....	157,353	689,375	898,746	802,856	589,544	3,137,874		
NEW BRUNSWICK.								
Imports.....	1,965,024	2,900,703	1,135,464	27,562	105,186	6,199,701	815	157,718
Exports.....	2,283,785	889,416	481,904	32,153	166,044	3,856,538		
PRINCE E. ISLAND.								
Imports.....	424,072	234,649	330,738	15,435	1,056	1,056,203	337	30,032
Exports.....	188,802	217,333	326,460	13,857	6,290	752,745		
NEWEOUNDLAND.								
Imports.....	1,769,065	1,728,985	772,575	124,770	640,015	5,025,410	1,386	57,030
Exports.....	1,635,095	238,645	284,700	337,630	2,352,545	5,855,515		

In 1862, Canada owned a large lake and sea-going tonnage. The aggregate tonnage of British North America in 1806, was 71,943 tons; 1830, 176,040; 1836, 274,738; 1846, 399,204; in 1850, it was 446,935 tons; and in 1863, it was about 760,000 tons. The Lower Province, alone, in the latter year, owned 590,000 tons of shipping.

Table of Revenue and Expenditure of the following Colonies, in Dollars.

Years.	Canada.		New Brunswick.		Nova Scotia.		Newfoundland.		P. E. Island.	
	Rev.	Exp.	Rev.	Exp.	Rev.	Exp.	Rev.	Exp.	Rev.	Exp.
1856	.....	.....	596993	.....	691015	696397	.....	.....	130118	161164
1857	6981062	11846690	668255	.....	726666	793808	.....	.....	165824	158500
1858	8157346	9630592	545431	.....	716025	737108	.....	.....	133160	146980
1859	10573452	11008360	774524	738032	698938	690595	.....	.....	141124	150200
1860	39615664	35995747	833324	833688	870055	852133	868040	603640	146950	205736
1861	9738277	11962652	575058	574179	892324	1017502	450217	632766	168000	196764
1862	9760310	10742807	692230	675188	1127298	1009701	584638	690290	129272	172256

The total imports of the Maritime Provinces, from the American Union, of articles which Canada might supply, on better terms for the Lower Colonies than at present obtained, are nearly equal to the total-exports from Canada to the States.

These facts show the necessity of completing the Atlantic and St. Lawrence Railroad.

PRINCE EDWARD ISLAND.

Tabular Statement of the Imports, Exports, Revenue, and Expenditure, of this Colony for the years named herein :

Year.	Imports.	Exports.	Revenue.	Expenditure.
	£ Stg.	£ Stg.	£ Cy.	£ Cy.
1847	143,655	71,226	.....	.....
1850	126,095	65,198	.....	.....
1856	237,000	220,000	40,662	50,364
1857	258,000	224,000	41,456	48,522
1858	186,000	197,000	33,292	43,269
1859	235,000	217,000	41,106	44,707
1860	230,000	252,000	43,113	61,794
1861	210,000	163,000	42,009	49,199
1862	211,000	151,000	38,782	51,677
1863	.....	.....	61,688	.....

Tabular Statement of the Number of Vessels, Tons, and Men, arrived at, and cleared from the ports of this island, in the years named:—

Year.	Arrived.			Departed.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
1859	1117	92,153	5270	1107	87,213	5557
1860	1161	82,376	5930	1153	91,420	5837
1861	1137	79,580	5370	1166	87,158	5645
1862	1076	69,080	4841	1095	81,208	5418

Number, Tonnage, and Value of Vessels built in the years herein given:—

Year.	No.	Tonnage.	Value.
			£ Stg.
1846	82	12,012	66,000
1847	96	18,445	110,670
1857	..	18,135	90,000
1858	..	8,920	44,600
1859	..	8,363	39,000
1860	..	8,255	49,000
1861	63	8,299	49,800
1862	73	12,375	74,250

The principal part of the trade of British North America is with Great Britain and the United States. The import trade of Canada from England amounts to six dollars per head, while that from the United States is two dollars per each inhabitant of the Province. Great Britain exported to the North American Colonies, in 1860, to the value of \$13,636,750; and in 1861, \$18,458,230.

NEW BRUNSWICK.

Tabular Statement of the value of the Imports and Exports of New Brunswick, in sterling, for the years given therein:—

Year.	Imports.	Exports.	Year.	Imports.	Exports.
1828	£643,581	£457,855	1846	£1,036,016	£886,763
1829	638,076	514,219	1847	1,125,328	696,399
1830	693,561	570,307	1848	629,408	639,199
1831	603,870	427,318	1849	693,927	601,462
1832	704,059	541,800	1850	815,531	658,018
1833	694,599	558,527	1851	980,300	772,024
1834	781,167	578,907	1852	1,110,601	796,335
1835	969,860	652,154	1853	1,716,108	1,072,491
1836	1,249,537	652,645	1854	2,068,773	1,104,215
1837	1,058,050	650,615	1855	1,431,330	826,381
1838	1,204,629	792,119	1856	1,521,178	1,073,351
1839	1,513,204	819,291	1857	1,418,943	917,775
1840	1,336,317	753,036	1858	1,162,771	810,679
1841	1,291,611	700,699	1859	1,416,034	1,073,422
1842	540,307	487,479	1860	1,446,740	916,372
1843	639,606	538,592	1861	1,238,133	947,091
1844	850,099	598,837	1862	1,291,604	803,445
1845	1,105,998	787,624	1863		

The following Statement shows the value in sterling of the Imports and Exports from and to the United States, during the years named:—

Year.	Imports.	Exports.	Year.	Imports.	Exports.
1828	£123,662	£10,084	1846	£298,006	£15,861
1829	133,976	26,959	1847	340,098	44,644
1830	146,767	30,372	1848	244,276	44,553
1831	77,476	18,017	1849	264,562	51,582
1832	123,192	30,798	1850	262,148	77,400
1833	136,432	29,362	1851	330,835	83,028
1834	109,606	20,411	1852	393,310	83,792
1835	102,839	24,299	1853	574,070	121,858
1836	112,714	29,224	1854	711,234	97,930
1837	124,991	25,185	1855	782,762	123,127
1838	121,160	25,598	1856	714,515	173,485
1839	249,298	35,472	1857	628,510	158,697
1840	254,134	23,808	1858	564,245	163,702
1841	267,852	18,522	1859	675,095	236,014
1842	162,422	20,453	1860	688,217	248,378
1843	140,259	16,190	1861	628,070	175,654
1844	207,484	16,909	1862	616,814	185,295
1845	312,313	27,940	1863		

Tabular Statement of the gross amount of the Revenue New Brunswick, for the years given therein, in dollars:—

Year.	Amount.	Year.	Amount.
1837	\$301,283	1851 for 11 m'ths.	\$469,452
1838	316,670	1852	552,880
1839	493,142	1853	738,909
1840	439,772	1854	812,219
1841	443,934	1855	509,905
1842	223,616	1856	596,994
1843	237,995	1857	668,256
1844	369,335	1858	545,431
1845	511,012	1859	773,524
1846	509,615	1860	833,324
1847	509,641	1861	706,395
1848	345,751	1862	692,230
1849	382,146	1863	892,792
1850	416,348		

Tabular Statement of the value of the principal Exports of the undermentioned Colonies :—

Years.....	1860.	1861.	1862.	1863.
CANADA.	\$	\$	\$	\$
Agricultural products..	18,480,482	21,912,944	18,964,592	18,974,767
Products of the Mines..	558,306	463,118	702,906	871,549
" Sea....	832,646	663,700	703,896	789,913
" Forest.	11,012,253	9,572,645	9,482,897	13,543,926
Value of Vessels sold*.		1,411,480	988,428	2,287,901
NOVA SCOTIA.				
Agricultural products..	786,526	541,212	695,161	609,897
Products of the Mines..	658,257	655,781	677,552	844,599
" Sea....	3,094,499	2,072,081	2,335,104	2,390,661
" Forest	767,136	823,449	611,725	732,873
Value of Vessels sold ..		295,054	229,412	358,530
NEW BRUNSWICK.				
Agricultural products.		20,392	34,592	†
Products of the Mines..	395,540	332,970	220,153	
" Sea....	374,408	269,249	303,477	
" Forest.	3,180,428	3,447,910	2,810,188	
Value of Vessels built..		378,775	525,175	
NEWFOUNDLAND.				
Products of the Sea....	4,232,820	3,341,315	3,760,010	4,090,970
PRINCE E. ISLAND.				
Agricultural products..	809,970	595,195	600,015	810,080
Products of the Sea....	115,535	74,650	59,555	121,000
" Forest,	66,105	60,460	68,990	71,203
Value of Vessels sold ..	25,920	50,960	28,280	49,060

* Built at Quebec and outports on the St. Lawrence.

† Not published.

In Canada the value of the products of the Forest exceeded those of Agriculture, in 1857, by \$2,847,562 ; in 1858, by \$1,543,327 ; and in 1859, by \$2,324,164. But in the last three years the reverse has been the case. In 1863, the value of the Agricultural products was \$5,430,841 in excess of those of the Forest ; while the exports of the latter branch of industry increased \$4,061,029 over that of 1862.

In Nova Scotia the products of the sea form the principal exports ; though the other branches of industry are in a healthy state.

In New Brunswick the forest affords the great staple ; including ships, it is very large.

The great source of Newfoundland's wealth is in the sea. The value of fish annually caught by this Colony exceeds five millions of dollars ; and recently the lead and other mines have added to its exports.

In Prince Edward Island the exports of agricultural produce is nearly four times greater than the aggregate of all the other exports from this Colony.

RAILWAYS IN CANADA.

The following Tabular Statement exhibits the names, lengths, and other Railway statistics.

Designation.	Miles.	Cost of Road and equipments.	Net income for 1860.
<i>Grand Trunk:</i>		\$	\$
Toronto to Guelph	50		
Guelph to Stratford	39		
Stratford to London.....	31		
St. Mary's to Sarnia.....	70		
Toronto to Oshawa	33		
Oshawa to Brockville	175		
Brockville to Montreal.....	125		
Victoria Bridge and approaches..	6		
Montreal to St. Hyacinthe	30		
St. Hyacinthe to Sherbrooke	66		
Sherbrooke to Province Line	30		
Richmond to Québec	96		
Chaudière Junction to St. Thomas	41		
St. Thomas to St. Paschal	53		
St. Paschal to River du Loup ...	25		
Branch (Kingston).....	2		
		55,690,000	533,075
<i>Great Western:</i>			
Suspension Bridge to Hamilton ..	43		
Hamilton to London.....	76		
London to Windsor	110		
Harrisburg to Galt.....	12		
Galt to Guelph	15		
Hamilton to Toronto	38		
Komoka to Sarnia	51		
		23,000,004	204,043
<i>Northern:</i>			
Toronto to Bradford.....	42		
Bradford to Barrie	21		
Barrie to Collingwood.....	32		
		3,890,778	72,500
<i>Buffalo and Lake Huron:</i>			
Fort Erie to Paris.....	83		

Railways in Canada (continued).

Designation.	Miles.	Cost of Road and equipments.	Net in- come for 1860.
<i>Buffalo and Lake Huron (continued).</i>		\$	\$
Paris to Stratford.....	33		
Stratford to Goderich.....	45		
		6,403,045	51,572
<i>London and Port Stanley</i>	24	1,017,220	6,129
<i>Cobourg and Peterborough</i>	28		
<i>Erie and Ontario</i>	17		
<i>Ottawa and Prescott</i>	54	1,432,647	23,897
<i>Montreal and Champlain :</i>			
Montreal to Lachine and Branch.	8	2,485,425	105,708
Caughnawaga to Moor's Junction	32		
St. Lambert to St. Johns.....	20		
St. Johns to Rouse's Point.....	22		
<i>Carillon and Grenville</i>	13		2,175
<i>St. Lambert and Industry</i>	12	50,171	978
Port Hope to Lindsay	43		13,583
Millbrook to Peterborough	13½		
		1,309,209	13,280
<i>Welland</i>	25		
Brockville to Almonte.....	51	1,901,060	19,373
Smith's Falls to Perth.....	11½		
St. Johns to West Farnham	13		
West Farnham to Granby.....	15		
Preston to Berlin	11		
Granby to Waterloo	15		

The Railways of Canada are under sixteen different corporations. The aggregate length of the Grand Trunk and Branches is 822 miles ; Great Western and Branches is 345 miles ; Northern and Branches is 95 ; Buffalo and Lake Huron and Branches, 162 ; Montreal and Champlain and Branches, 82 ; Port Hope, Lindsay, and Beaverton, and Branches, 56 miles. The total length of Railways constructed in Canada is 1907 miles. The total expenditure connected with the Grand Trunk

is about \$70,000,000. The total cost of Railways in Canada is about \$100,000,000. The gross earnings of the Grand Trunk in 1861, was \$3,517,829 ; and in 1862 it was \$3,975,071. That of the Great Western was, in 1861, \$2,266,684 ; and in 1862 it was \$2,686,060. And that of the Northern was \$414,100 in 1861 ; and \$409,399 in 1862.

The average cost per mile of Canadian Railways is about \$52,000.

The Government guarantee in aid of the Grand Trunk and Branches, is \$15,142,633 ; Great Western and Branches, \$3,755,555, of which \$957,114 has been repaid. The Northern line guarantee was \$2,311,666.

The Grand Trunk Company is about to build a Branch from Arthabaska to Three Rivers—distance, 35 miles. In aid of this line, the City of Three Rivers has granted a subsidy of \$160,000.

DISTANCES AND MEANS OF TRANSIT.

List of the Principal Railway Stations in Canada, with their respective Distances.

WESTERN OR UPPER CANADA.

1.	2.	3.
GRAND TRUNK RAILWAY.	<i>Toronto and Port Sarnia Division.</i>	GREAT WESTERN RAILWAY.
<i>Montreal and Toronto Division.</i>		<i>Main Line, from Hamilton to Windsor.</i>
21 St. Annes.	9 Weston.	1½ Burlington Junct.
68 Cornwall.	22 Brampton.	29 Paris.
112 Prescott Junction.	36 Acton West.	36 Princeton.
113 Prescott.	50 Guelph.	47½ Woodstock.
125 Brockville.	70 Petersburg.	76 London.
173 Kingston.	89 Stratford.	140½ Chatham.
199 Napanee.	99 St. Mary's.	185½ Windsor.
220 Belleville.	—	—
232 Trenton.		
242 Brighton.	<i>St. Mary's and London Branch.</i>	
249 Colborne.		4.
256 Grafton.	111 Thorndale.	<i>Galt & Guelph Branch.</i>
263 Cobourg.	121 London.	<i>From Harrisburg to Guelph.</i>
271 Port Hope.	168 Sarnia.	
280 Newtonville.	196 New Baltimore.	
286 Newcastle.	228 Detroit Junction.	12 Galt.
290 Bowmanville.	231 Detroit.	18 Preston.
300 Oshawa.	—	19½ Hespeler.
316 Port Union.		27½ Guelph.
333 Toronto.		

5.
Suspension Bridge (Niagara Falls) & Hamilton Branch.
 9½ Thorold.
 11½ St. Catherines.
 17 Jordan.
 43½ Hamilton.

6.
Toronto and Hamilton Branch.

21½ Oakville.
 26 Bronté.
 39 Hamilton.

7.
 LONDON AND PORT STANLEY RAILWAY.
 3 Point Mills.
 12 Yarmouth.
 24 Port Stanley.

8.
 BUFFALO AND LAKE HURON RAILWAY.
From Fort Erie to Goderich.
 12½ Sharke's Crossing.
 17½ Port Colborne.
 57½ Caledonia.
 74½ Brantford.
 82½ Paris.
 114½ Stratford.
 127 Mitchell.
 158½ Goderich.

9.
 ERIE AND ONTARIO RAILWAY.
From Niagara to Chippewa.
 8 Queenston.
 10 Stamford.
 12½ Suspension Bridge.
 14 Clifton House.
 17½ Chippewa.

10.
 NORTHERN RAILWAY OF CANADA.
From Toronto to Collingwood.
 18½ Richmond Hill.
 34½ Newmarket.
 41½ Bradford.
 63½ Barrie.
 94½ Collingwood.

11.
 PORT HOPE, LINDSAY, AND BEAVERTON RAILWAY, AND ITS BRANCH TO PETERBORO'.
 18 Millbrook.
 43 Lindsay.
 The branch to Peterboro' leaves the main line at Millbrook. It is 12 miles long.

12.
 COBOURG AND PETERBORO' RAILWAY.
Exclusive of the Extension to Lake Chemong.
 17 Indian Village.
 28 Peterboro'.
 This road is being extended to Lake Chemong, and four miles of the extension are now opened.

13.
 BROCKVILLE AND OTTAWA RAILWAY, & PERTH BRANCH TO SMITH'S FALLS.
 28 Smith's Falls.
 53 Almonte.

The portion of this road opened is from Brockville to Almonte. The branch from Smith's Falls to Perth is twelve miles long.

14.
 PRESCOTT & OTTAWA RAILWAY.
 1½ Prescott Junction.
 36 Middleton.
 53½ Ottawa.

EASTERN OR LOWER CANADA.

1.
 GRAND TRUNK RAILWAY.
Quebec and Rivière du Loup Branch.
 1 Point Levi (ferry).
 7 Chaudière Junct.
 60 L'Islet.
 125 Rivière du Loup.

2.
Branch from Richmond to Province Line and Portland.
 19 Brompton Falls.
 25 Sherbrooke.
 28 Lennoxville.

39 Compton.
 47 Coaticooke.
 73 Island Pond.
 131 Gorham.
 222 Portland.
 3.
Montreal & Lake Champlain Branch.
From Montreal to Lacolle.
 21 St. Johns.
 27½ Grand Ligne.
 37½ Lacolle.

This branch is continued from Lacolle, on the Province line, to Rouse's Point, in State

of New York, at the foot of Lake Champlain.
 4.
Quebec and Montreal Division.

1 Point Levi (ferry).
 7 Chaudière Junct.
 28 Methot's Mills.
 41 Becancour.
 64 Arthabaska.
 81 Danville.
 93 Richmond.
 107 Old Durham.
 115 Acton.
 121 Upton.
 134 St. Hyacinthe.
 147 St. Hilaire.
 165 Montreal.

5.	6.	8.
<i>Montreal, Lachine, and Plattsburg Branch.</i>	<i>Three Rivers and Athabaska Branch.</i>	CARILLON AND GRENVILLE RAILWAY.
<i>From Montreal to Province Line.</i>	(No portion of it yet opened.)	12 Grenville.
8 Lachine.	—	—
10 Caughnawaga (ferry).	—	9.
40 Province Line.	7.	LANORAIE AND JOLIETTE RAILWAY.
This branch is continued from Province Line to Plattsburg, State of New York, on Lake Champlain.	ST. JOHNS AND STANSTEAD RAILWAY. <i>Opened to Waterloo.</i>	12 Joliette.
	24 Granby.	
	36 Waterloo.	

Tabular Statement of Statistics of the Railway from Halifax to Truro—61 miles, and Branch to Windsor—32 miles, both in Nova Scotia, for the years named therein; also of the Railway from the City of St. John to Shediac—108 miles—in New Brunswick:—

	1860.	1861.	1862.
NOVA SCOTIA.			
Total cost of construction up to...			\$4,273,282
Aggregate number of Passengers conveyed			104,524
Receipts from all sources.....	\$116,742	\$120,917	\$139,106
Working expenses.....	\$96,472	\$94,114	\$101,925
Net revenue	\$20,270	\$26,802	\$37,181
NEW BRUNSWICK.			
Total cost of construction up to...	\$4,097,123	\$4,548,564	\$4,569,417
Aggregate number of Passengers conveyed	151,000	171,291	132,094
Receipts from all sources	\$116,225	\$130,678	\$107,640
Working expenses.....	\$74,240	\$94,245	\$87,632
Net revenue	\$41,985	\$36,432	\$20,005

In addition to passengers, large quantities of freight are continually being conveyed along these lines.

The total length of railways in Canada, including the lines on the United States side of the boundary, built by Canadian capital, is 2,371 miles. The number killed on all the railways

in Canada, in 1858, was 51, and 27 injured; in 1859, 53, and 47 injured; and in 1860, 54, and the same number injured. There were six killed in New Brunswick within the last two years. The aggregate cost of Canadian railways is said to amount to the large sum of \$1,175,000,000, and gross annual interest to \$120,000,000. In Nova Scotia there are two railways; one from Halifax to Truro, 61 miles, and a branch to Windsor, 33 miles:—total, 94 miles. Cost per mile, \$43,107;—total cost, \$4,267,628. In New Brunswick, the cost of the St. John and Shediac line, 108 miles, is \$4,569,417 or \$42,309 per mile. The Province is liable for \$160,000 on account of the St. Andrews and Woodstock line; making the total liability on account of railways, \$4,708,564. The total cost of railways is \$6,228,564.

The principal part of the Government appropriations of these Colonies for railways and other public works is represented by debentures, bearing various rates of interest, which are principally held by British capitalists. This stock, in the English market, has varied from 102 to 111. Some of the stock, however, is held in the Colonies. In Nova Scotia, \$500,000 in debentures are held in the Province. In Canada, a large amount is held by capitalists in the Province. A part of the Canadian debentures was indorsed by the Imperial Government, when the money was obtained at a low rate of interest. Of the amount thus obtained, \$7,500,000 was expended in the construction of the St. Lawrence Canal.

The commerce of Canada has made great progress in the last decade. Its imports have more than doubled, while its exports in 1861 were nearly three times that of 1851. In 1860 its exports exceeded its imports. The value of its importations and exportations for the last twelve years was as follows:—

Year.	Importations.	Exportations.	Year.	Importations.	Exportations.
1851	\$21,434,790	\$13,810,604	1857	\$39,428,584	\$27,006,624
1852	20,286,492	15,307,607	1858	29,978,527	23,472,609
1853	31,981,436	23,801,303	1859	33,555,161	27,766,981
1854	40,529,325	23,019,190	1860	34,441,621	34,631,890
1855	36,086,169	28,188,460	1861	43,054,836	36,614,195
1856	43,584,387	32,047,017	1862	48,600,633	33,596,125

The total value of the importations of Canada in 1835 was \$9,202,392, and the exportations amounted to \$7,200,000. Thus, in 20 years, both importations and exportations have increased five fold.

The following tables show the value of the trade between Canada and the United States since the Reciprocity Treaty of 1854:—

IMPORTS INTO CANADA FROM THE UNITED STATES.

Year.	Goods paying duty.	Free Goods.	Total.
1855.....	\$11,449,472	\$9,379,204	\$20,828,676
1856.....	12,779,924	9,963,584	22,704,508
1857.....	9,966,428	10,258,220	20,224,648
1858.....	8,473,607	7,161,958	15,635,565
1859.....	6,032,861	8,556,545	17,589,406
1860.....	3,526,230	8,740,485	17,266,715
1861.....	8,338,620	11,859,406	20,198,667
1862.....	6,133,171	16,514,077	22,636,248
1863.....	—————	—————	23,109,362

EXPORTS FROM CANADA INTO THE UNITED STATES.

Year.	Manufactures, &c.	Free Goods.	Total.
1855.....	\$229,164	\$16,508,112	\$16,737,276
1856.....	198,212	17,781,540	17,979,752
1857.....	295,456	12,910,980	13,206,438
1858.....	273,325	11,356,769	11,930,094
1859.....	296,847	13,624,467	13,922,314
1860.....	332,369	18,095,399	18,427,968
1861.....	289,632	13,971,795	14,251,427
1862.....	497,844	14,565,846	15,063,730
1863.....	—————	—————	18,816,999

It will appear by these tables that the balance is largely in favor of the States. The total imports from the States into Canada in these nine years were \$180,193,195, while the exports from Canada to the United States were only \$140,345,996, leaving a balance of \$35,450,836 in favor of the States. In free goods, however, the balance is largely in favor of Canada.

The following table contains the amount of exports from the United States to the other British American Provinces :—

Year.	Domestic Exports.	Foreign Exports.	Total.
1849	\$3,611,783	\$257,760	\$3,869,543
1855	5,855,878	3,229,798	9,085,676
1863	10,198,505	1,183,807	11,382,312

Tabular Statement of the exports to the whole of the Provinces, and the imports from them into the United States, in the following years :—

Year.	Total Exports.	Total Imports.
1821	\$2,009,791	\$490,704
1855	27,806,020	15,136,734
1862	21,079,115	19,299,995
1863	31,281,030	.....

Tabular Statement of the Finances of Canada for six years.

Year.	Receipts.	Payments.	Debentures issued.	Debentures redeemed.
1857	\$6,981,062	\$11,846,690	\$836,376	\$3,603,744
1858	8,072,536	11,163,939	239,649	2,198,755
1859	8,157,346	9,630,592	1,377,768	2,416,116
1860	9,014,331	12,585,652	23,410,155	30,601,333
1861	9,738,277	11,962,652	2,780,181	2,917,304
1862	10,629,204	11,395,923	2,220,760	2,738,872

Under the Bonding system and the Reciprocity Treaty, a large trade has grown up between these Provinces and the United States.

Canada.—The trade with this Province has increased in the last fourteen years, from nearly \$9,000,000 to upwards of

\$37,000,000. In 1862 the value of the Canadian importations passing through the States in bond, amounted in value to nearly \$6,000,000.

Nova Scotia.—In the same year, this Province exported to the Union, to the value of \$1,879,000, and purchased from them to the value of \$3,860,000; showing a cash payment to the United States of nearly \$2,000,000.

New Brunswick, in the same year, exported to the States, to the value of \$890,000, and imported therefrom to the value of \$2,960,000; thus paying upwards of \$2,000,000 in cash.

The principal importations from the United States into the Lower Provinces is flour, which, if the proper facilities were provided, a railway from Halifax to Quebec, Canada could supply all the flour required by the Maritime Provinces, on much better terms than purchased at present.

These Colonies have been large consumers of the products of the Union; even the raw products of the Colonies have been extensively shipped to the States, and there manufactured and returned for consumption. This state of things has recently undergone a great change; these Provinces are becoming more self-sustaining; manufactories of various kinds are springing up. The Census of 1861 shows a remarkable increase in manufactures, and produce of all kinds.

And comparing the peaceable state of British North America, under the ægis of Britain, with light taxes self-imposed, and self-imposed legislation, with the convulsed state of the American Union, with its enormous taxes' debt, the colonists should be satisfied to press onward to the still brighter prospects looming in the distance.

Statements as to the Area, Population, Debt, Revenue, Expenditure, Imports and Exports of Canada, for 1863 :—

—	Area in Square Miles.*	Acres Surveyed, to Dec. 31st, 1863.	Acres disp'd of by Sale & Free Grants, to Dec. 31st, 1862.
Upper Canada..	121,260	24,231,197	20,853,971
Lower Canada..	210,020	24,853,390	18,477,820 †
Total	331,280	49,084,587	39,331,791

—	Population in January, 1861.	Ratio of Annual Increase between the Census of Jan'y., 1852, and January, 1861.	Estim'd Population in January, 1864, assuming the same rate of increase.
Upper Canada.	1,396,091	4.34 per cent.	1,586,130
Lower Canada..	1,111,566	2.50 do.	1,196,949
Total	2,507,657	.....	2,783,079

Revenue (1863) excluding that from loans, - - -	\$ 9,760,316
Expenditure (1863) excluding redemption of debt, -	10,742,807
Funded Debt, 1863, less Sinking Fund, - - - -	60,355,472
Imports, 1863 :—Total value, - - - - -	45,964,493
Total Duty, - - - - -	5,169,173
• Exports, 1863 :—Total value, - - - - -	41,831,532

Population, to the square mile, 8.40. Revenue, per head of the population, \$3.51 ; Expenditure, \$3.86 ; Debt, \$21.69 ; Imports, \$16.51 ; Duty, \$1.85 ; Exports, \$15.03.

* As the Northern and Western boundaries have not yet been surveyed, these areas are only approximate.

† Of these, 10,678,931 are in the seignories.

CONTEMPLATED IMPROVEMENTS IN THE INTERNAL NAVIGATION OF CANADA.

The two principal outlets for the trade of the West to the Atlantic, are :—

One, by the Erie Canal from Buffalo to Albany, on the Hudson River, and the branch of the same Canal from the Port of Oswego, on Lake Ontario, to New York.

The other is by the Welland and St. Lawrence Canals to Montreal.

The rapidly increasing trade of the Western States and Western Canada, has outgrown the accommodation afforded by both these Canals ; besides, by far the largest part of the trade is diverted, in consequence of more capacious accommodation, past the St. Lawrence route, to New York. The Erie, Oswego, and Champlain Canals cost the State of New York about \$50,000,000. The passage of freight is made by steam canal boats, from Buffalo to New York in five or six days. What is now required, to accommodate the trade of the West, is a broad, and deep Ship Channel between the Upper Lakes and the Atlantic, so as to admit vessels of 1,000 tons burden to pass from Chicago to Europe, without having to tranship their cargoes on the passage. In order to secure such accommodation, three routes are presented within the boundaries of Canada :—

1st. By widening and deepening the Welland and St. Lawrence Canals.

2d. By opening a communication from Lake Huron *via* French River, Lake Nipissing, and the Mattawan and Ottawa Rivers, to Montreal ; estimated to cost \$24,000,000 in its construction.

3d. By constructing a Canal from Georgian Bay, Lake Huron, *via* Lake Simcoe, to Toronto, on Lake Ontario.

Chicago, the great grain mart of the West, is situated at the south end of Lake Michigan, 1,500 miles, by the Erie canal route, from the city of New York, which is the Liverpool of America ; of this distance, 1,000 miles is by lakes, 350 by canal, and 150 miles is by river navigation.

By this, or even the St. Lawrence route, it costs the Western producer nearly half the value of his products, to get them to market.

The distance from Chicago by the Welland and St. Lawrence route, is 1,348 miles to Montreal; 1,145 miles of this distance is by lake navigation, 132 by canal, and 71 miles by river.

By the proposed route *via* Georgian Bay to Toronto, the distance would be 300 miles shorter than by the Welland route. And if the route *via* Ottawa should be adopted, Montreal would be 368 miles nearer Chicago than by the Welland route; and 520 miles nearer this mart than New York is by the Erie route. The whole distance from Chicago to Montreal by the Ottawa route being 980 miles, 575 of which is by lakes, 347 by rivers, and 58 miles by canals. As the difference in distance between these proposed routes is small, and the Ottawa route being further north, thereby rendering the season of navigation shorter, it is probable that the Georgian Bay and Lake Ontario route will be adopted, for the construction of which a company is now organized.

The distances from Chicago to Liverpool, England, by these routes, may thus be stated:—

Chicago *via* New York to Liverpool, is 4,480 miles; Chicago *via* Welland and St. Lawrence to Liverpool, is 3,720 miles; Chicago *via* proposed Ottawa route to Liverpool, is 3,360 miles; Chicago *via* proposed Huron and Ontario route to Liverpool, is 3,400 miles.

The cost of constructing a canal between Georgian Bay and Lake Ontario, is estimated at \$22,170,750; and the improvements which will be required in the St. Lawrence canals, &c., are estimated to cost nearly as much more, so as to admit of vessels of 1,000 tons to pass from Chicago to the ocean. The maximum burden of vessels which can pass through the Welland Canal is 500 tons; while vessels one-third larger pass along the Erie Canal.

In 1861, Canada exported 21,584,536 bushels of grain; of this quantity 8,231,126 bushels were imported from Chicago.

In 1862 there arrived at Oswego, from the West, 276,237 tons of produce; and at New York, 5,598,785 tons. There issued in this year from the great lakes, 110,000,000 bushels of grain, besides a large amount of other produce; the freight, on the whole, amounted to \$50,000,000. All these quantities passed down the Erie Canal; while only 882,664 tons passed through the Welland Canal to Montreal.

As Canada holds within her grasp the shortest, cheapest, and most time-saving route for a ship canal from the interior of America to the Atlantic, all that is wanted is an enlargement of the carrying capacity of the Welland and St. Lawrence Canals to a uniform draft, and carrying capacity for large class vessels, or open a ship passage from Georgian Bay to Montreal.

And looking to the prospects for colonization afforded by the vast unsettled tracts of the richest lands on this continent, which skirt the banks of the Saskatchewan, Assiniboine, and Red Rivers—flowing into Lake Winnipeg; tracts large enough to form eight or ten colonies on the British side alone; besides large tracts which dot the “Great American Desert,” on the United States side; the whole affording resources capable of supporting many additional millions of inhabitants. It is fully obvious, that a ship canal by the shortest route, which is through Canada, to the ocean, is an absolute necessity.

The following statistics of Illinois, Wisconsin, Minnesota, Iowa, and the northern half of Missouri, show, to some extent, the progress of the West in one decade:—

	1850	1860
Land under cultivation, square miles	13,100	33,323
Population - - - - -	1,696,174	3,768,216
Wheat, bushels - - - - -	15,232,688	50,601,142
Corn, do. - - - - -	68,309,537	167,366,623
Oats, do. - - - - -	15,086,840	34,477,045
Swine - - - - -	2,399,164	3,635,092
Cattle - - - - -	1,234,092	2,673,704

Tabular Statement of flour and grain received at, and exported from Chicago, in four years :—

	1860	1861	1862	1863
Receipts, (bus.)	36,504,776	54,093,219	57,558,999	56,079,903
Exports, “	31,256,697	49,363,381	56,477,110	50,548,345

The total quantity of grain shipped from Chicago in 1838 was only seventy-eight bushels ; in 1850 it amounted to 1,830,938 ; in 1862 it rose to 56,477,110. The number of hogs shipped from this city in 1855 was 145,580 ; in 1863 it shipped 810,453 ; and in the same years respectively, it shipped of beeves 8,253 and 203,217. In 1847 there were received in Chicago, 32,118,225 feet of lumber; 12,148,500 shingles, and 5,655,700 laths ; in 1863 the quantities were,—lumber, 396,074,882 feet ; 152,485,633 shingles, and 41,665,000 laths.

The shipping entered at this city is thus stated :—

	Arrivals.	Tonnage.	Men.
Number of arrivals, &c., in 1863 - -	8,678	2,172,699	76,649
1862 - -	7,417	1,931,692	67,774
Increase,	1,261	240,917	8,875

The amount of duties collected at this port in 1863 was \$161,212.

Tabular Statement of the Public Debt; the amount contributed by each inhabitant, in 1862, to the public receipts, debt, and maintenance of civil government, in the undermentioned Colonies :—

Colony.	Total Debt.	Receipts.	Debt.	Gov't.
	\$	\$	\$	\$
Canada - - - - -	60,355,472	15 87	26 00	0 20
Nova Scotia - - - -	4,901,305	2 69	14 08	0 15
New Brunswick - - -	4,685,407	3 03	18 56	0 30
Newfoundland - - -	720,000	7 00	6 00	.....
Prince Edward Island	274,016	2 07	3 42	0 27

The total cost of maintaining civil government in Canada is \$486,620 ; in Nova Scotia, is \$65,000 ; and in New Brunswick it costs \$77,000 per annum.

VANCOUVER ISLAND.

This island is 278 miles in length, by about sixty in width. It is separated from British Columbia by the Gulf of Georgia, which is about ninety miles in width. The surface consists of mountains and plains. About one half of it is good tillage land. There is but little frost, and vegetation commences in February. The capital, Victoria, is a growing town on the south of the island.

The commerce of this island is increasing rapidly ; in 1861, the shipping entered was 101,721 tons, and in 1862 it was 199,000 tons. The value of importations in 1861 was \$2,335,289, and in 1862 it amounted to \$3,555,477 ; about one-fourth of which was from England ; the value of the imports in 1863, was \$3,888,812.

The estimated revenue for 1864 is \$385,860 ; the principal sources from which it is derived are :—real estate tax, \$65,000 ; trade licenses, \$24,000 ; land sales \$31,912 ; and from harbor dues, \$17,000. The expenditure is estimated at \$295,309 ; of this amount it is proposed to expend \$66,000 upon improving the harbor of Victoria ; roads and bridges \$52,000 ; and \$3,000 for the promotion of emigration.

BRITISH COLUMBIA.

The exports of this Colony consist principally of gold. A New Westminster Journal values its exports in 1862 at \$9,257,875 ; and its imports at \$2,200,000. These figures probably include those for Vancouver Island also. The progress in trade of these Pacific colonies, however, is remarkably great ; and at its present rate of increase, it will, ere long, exceed that of much older countries.

INTERCOLONIAL RAILROAD.

A quarter of a century has now elapsed since public attention was first directed to the construction of a Railroad from Halifax to Québec, 635 miles. During this time numerous delegations have been sent by Canada, Nova Scotia, and New Brunswick, to the Imperial Government, asking assistance to construct it. Sixteen years ago the line was surveyed, by Major Robinson, and found practicable.

The numerous understandings and misunderstandings that have arisen in relation to this subject are matters of history.

Independent of Imperial aid, however, Canada has constructed 114 miles of the line—from Quebec to River du Loup; Nova Scotia, 61 miles—from Halifax to Truro,—making 175 miles, in the direction of Major Robinson's survey. New Brunswick has constructed a line from the City of St. John to Shediac—107 miles, fifty miles of the eastern end of which might form a part of the intercolonial line, and thereby shorten the distance to be built thirty miles.

The British Government has now offered to guarantee the interest on £3,000,000 sterling, or \$15,000,000, in order to complete the remaining 430 miles. The principal conditions connected with this offer are:—£250,000 to be repaid by the Provinces, through which the line will pass, in ten years, after contracting the loan; £500,000 in twenty years, £1,000,000 in thirty years, £1,250,000 in forty years. A sinking fund to be provided in order to secure the payment of principal and interest; and the railway to be built on a line to be approved of by the British Government.

The legislatures of Nova Scotia and New Brunswick have passed Bills accepting the offer. Canada has not yet done so; but, it is now generally believed that this Province will comply with the imperial offer.

The amount guaranteed, however, is considered insufficient to complete this line. Past experience in building railways, in these colonies, seems to warrant the conclusion that substantial

railroads cannot be built for less than £8,000 sterling per mile. The distance yet to be built, adopting the shortest line, is 430 miles, which would cost £3,440,000 sterling; and by following Major Robinson's line, 460 miles, it would cost £3,680,000 sterling.

When, however, the importance of the work is fully estimated, —the large amount £25,000, annually paid to a foreign nation, for the conveyance of mails; and the cost of transporting troops to Canada; the necessity of this line as a defence in case of a conflict with the United States, as well as in a political and commercial aspect,—the cost of completing it cannot bear a value commensurate with the advantages to be derived when once in operation.

This railway would form an important link in the *Grand Trunk* line of British North America, 1,350 miles in length, from Halifax to Lake St. Clair in Canada West, with a view, ultimately, to its extension to the Pacific Ocean.

The following are the sectional distances between Halifax and Quebec, as given by Major Robinson :—

Halifax to Truro,.....	55 miles.
Truro to Bay Verte,.....	69 “
Bay Verte to Shediac,.....	27 “
Shediac to Miramichi,.....	74 “
Miramichi to Bathurst,.....	56 “
Bathurst to Dalhousie,.....	48 “
Dalhousie to Matapedia River,.....	30 “
Matapedia River to Quebec,.....	277 “
Total,....	635 “

Although the line surveyed by Major Robinson runs through a flat country generally, still there are some difficulties of an engineering character in the way; the Cobequid mountains in Nova Scotia, and the Restigouche mountains near the boundary between Canada and New Brunswick, are obstacles that will require considerable engineering skill to surmount.

It is estimated that this road, when in operation, will afford returns as follows:—

Cost of conveying the western mails now sent through the American States,.....	£25,000
Transmission of United States mails,.....	25,000
“ British Troops,	10,000
Halifax being 500 miles nearer England than New York, a saving of ocean service is estimated at,.....	35,000
	£95,000

It is estimated that thirty-six hours would be gained in the transmission of the western mails.

The funds arising from the conveyance of local mails, and other traffic, will also be considerable.

PROJECTED RAILWAYS IN NOVA SCOTIA AND NEW BRUNSWICK.

Nova Scotia.—The Legislature of this Province has provided for the construction of a railway from Truro to Pictou, a distance of forty miles. This line will connect the City of Halifax with the coal mines of Pictou, the whole distance being 100 miles. Coal may thus be shipped from Halifax at all seasons of the year, while at present it is only taken to market during one-half the year. Much of the general trade of Pictou, Cape Breton, and Prince Edward Island, will pass along this line, and render it the most remunerative line in Nova Scotia.

New Brunswick has granted a bonus of \$10,000 per mile, in aid of the construction of the following lines, by private enterprise: a line from the City of St. John to the State of Maine, by the Douglas Valley route, a distance of 70 miles; a line from the boundary of Nova Scotia to intersection of the St. John and the Shediac line, 24 miles; a line from Shediac to Miramichi, 80 miles; a branch from Fredericton to intersect the Douglas Valley line, 50 miles; a branch from Woodstock to connect with the present St. Andrews line; a branch from St. Stephen to connect with the St. Andrews line, five miles; and a branch

from Hillsborough, in Albert County, to the St. John and Shediac line, distance about 15 miles. Making in all seven lines, of an aggregate length of 245 miles.

The cost of railways being so great, and the amount of provincial aid being small, it is doubtful if much practical good will result from these enactments.

PUBLIC LANDS AND FACILITIES FOR SETTLEMENT.

The extent of the public domain in British North America is very great. There are numerous extensive tracts of fertile lands, each of which is large enough to constitute a nation larger than many of the nations of Europe, lying in a wilderness state, awaiting the hand of civilization. Here twenty millions of additional inhabitants might obtain excellent lands, in lots, at mere nominal prices. The climate and soil are well adapted to the growth of all the cereals and vegetables peculiar to the American continent. The vast extent of crown lands still at the disposal of the colonial governments, along with its cheapness, and the general facilities afforded by the country for migration, render British North America the most favorable field for emigration on this continent.

In Canada East the price of public lands varies from thirty cents to one dollar per acre, while in Canada West, the price ranges from half a dollar to one dollar per acre. When offered for sale "en block," the external lines are defined at the expense of the government. Lots vary in size from one to two hundred acres. When sold at half a dollar per acre, "en block," it is payable in advance, and on conditions that one-third of the quantity of land in each township, or block, shall be settled upon within two years from the date of sale; one-third more within the following five years, that is, seven years from the time of sale, and the residue within the further period of three years. All lands not so settled, at the expiration of ten years from the time of sale, to become forfeited, and to revert to the crown. This system affords facilities for settlement, by associations.

In other townships the lands are sold both by public auction and private sale, at seventy cents, cash, per acre, and, on time, at one dollar per acre; one-fifth to be paid at the time of sale, and the remaining four-fifths, in four equal annual instalments, with interest on the purchase money unpaid.

In some of the newly formed settlements and colonization roads, free grants are given, of a part of the lands, in order to prepare the way for settlements, on a more extensive scale.

Lands are obtained through land agents, of whom there are 45 in Western, and 40 in Eastern Canada. There are also 500 Provincial Land Surveyors in the Province.

AREA OF CANADA :—LANDS GRANTED. AND UNGRANTED.

In the early history of Canada, large tracts of land were granted in the shape of seigniories, and for religious purposes; and subsequently extensive areas were appropriated for educational purposes.

The total area granted in Lower Canada up to 1852 was 12,000,000 acres, and in 1862 it had reached 18,477,820 acres; leaving 115,000,000 acres comprised in rivers, lakes, and ungranted lands.

In Canada West the total area granted up to 1848 was 15,982,000 acres, and in 1862, the total quantity granted had amounted to 20,853,971 acres; leaving 94,000,000 acres comprised in rivers, lakes, and ungranted lands.

The total area granted in Canada, is not less than 40,000,000 acres; leaving 209,000,000 acres of the area of the whole Province in the possession of the crown. Of the area granted, about 11,000,000 acres are cultivated. The following statistics show the number of acres granted, and the value, in each section of Canada, in the years herein given :—

Section.	Acres sold.	Am't of Sales.	Acres sold.	Am't of Sales.	Acres sold.	Am't of Sales.	Acres sold.	Am't of Sales.
	Year 1859.		Year 1861.		Year 1862.		Year 1863.	
		\$		\$		\$		\$
Lower Canada	182422	76960	315134	162554	268690	137111	279998	154983
Upper Canada	167196	174470	342526	543034	136500	193087	107982	129863
Totals	299618	251430	657660	705688	405190	330198	387925	284346

Lands are sold under three designations:—Crown, Clergy, and School lands.

The Colonization Roads in Canada West are under the control of the Crown Land Department; and those of Lower Canada, are under the supervision of the Bureau of Agriculture.

PRODUCTS OF THE FORESTS.

The products of the forests have long been a source of wealth to this Colony. The exportation of white and red pine,—of which Canada has inexhaustible stores,—deals, staves, masts, and birch and other hardwood timber, to Britain, and sawed lumber to the States, forms an important section of the industrial pursuits. Of the woods annually exported, 30,000 tons are elm; 40,000, oak; 400,000, white pine; and 60,000 tons of red pine.

In 1852 the value of the products of the forests amounted to \$5,406,857; in 1860 it amounted to \$11,012,353. The amount of revenue arising from ground rents, timber dues, and slide dues, during the year 1856, was \$262,872; in 1857, \$289,839; in 1858, \$232,624; and in 1859, it amounted to \$316,656.

Canada exports annually about 30,000,000 cubic feet of rough timber, and about 400,000,000 feet, superficial measure, of sawn lumber. The revenue derived in 1860 from timber cut on the public lands, amounted to \$500,000.

The lands lying westerly of Canada, between Lake Superior and the valley of the Saskatchewan, are not so highly adapted for farming as those more westerly. From Rainy Lake to the Rocky Mountains—1,100 miles—the land is generally good. In this section alone it is estimated that there are about 320,000,000 acres of available land, the southern portion of which is equal to Western Canada, while much of the northern section is equal, in an agricultural point of view, to the lands of Canada East or New Brunswick.

NEW BRUNSWICK.—The public domain of this Province is still considerable, affording an extensive field for emigration. The following *Tubular estimate of Lands in New Brunswick* shows the quantity granted or located up to March, 1852, also up to November, 1863; the quantity now vacant; the quantity supposed fit for settlement; and the quantity estimated to be cleared and cultivated:—

County.	Granted 1852.	Granted 1863.	Vacant.	Fit for settle- ment.	Total.
Restigouche, .	156,979	190,207	1,236,353	800,000	1,426,560
Gloucester, .	332,902	367,289	670,151	500,000	1,037,440
Northumb'l'd	986,168	1,008,682	1,971,318	1,200,000	2,980,000
Kent,	386,398	448,257	578,143	400,000	1,016,400
Westmorland	577,440	657,500	220,940	150,000	878,440
Albert,	233,700	288,018	145,542	140,000	433,560
St. John,	309,147	337,970	76,750	90,000	414,720
Charlotte, ..	317,245	391,353	392,007	300,000	783,360
King's,	662,752	726,719	123,201	100,000	849,920
Queen's,	514,204	581,765	379,515	300,000	961,280
Sunbury,	377,078	403,869	378,211	250,000	782,080
York,	970,914	1,070,626	1,130,974	750,000	2,201,600
Carleton	465,802	481,044	218,956	234,198	700,000
Victoria,	345,600	389,412	2,482,588	1,500,000	2,872,000
	6,636,329	7,342,711	10,004,649	6,714,198	17,347,360
Add estimate of land located under the La- bor Act		209,198			
		7,551,909	9,795,451		

Quantity supposed to be cleared, say 11 per cent., 830,700 acres.

This Province continues to grant annually about 250 lots, containing an aggregate area of about 120,000 acres. In addition, there has been within the last five years, nineteen tracts of land containing in the total 172,200 acres, set apart for actual settlement under the Labor Act, a very large part of which is still ungranted.

The Labor Act affords persons of limited means important advantages. One hundred acres of land may be obtained by paying in labor on the road adjoining, or passing through the land, a sum equal to one-fourth of the price in each year, until the whole be paid, when a grant will be issued.

Lands are also sold at half a dollar an acre, if paid at the time of sale, or sixty cents per acre, payable in three equal yearly instalments. There are local Deputy Surveyors, in each of the fourteen Counties into which the Province is divided, who attend to the routine of sales, &c.

NOVA SCOTIA.—The quantity of land in the possession of the Crown, fit for settlement, is small. According to the Legislative Report of 1863, the quantity in each county was as follows:—

Annapolis	100,000 acres.	Pictou	37,000 acres.
Colchester	25,000 "	Shelburne	20,000 "
Cumberland	75,000 "	Halifax	45,000 "
Guysborough	80,000 "	Queen's	8,000 "
Hants	35,000 "	Yarmouth	15,000 "
King's	55,000 "	Sydney	6,000 "
Lunenburg	80,000 "	Digby	40,000 "

The whole quantity fit for profitable cultivation is estimated at 770,000 acres; of this quantity 620,000 is in Nova Scotia proper, and 150,000 acres is in Cape Breton.

The total quantity ungranted up to 1858, was 5,297,456 acres. This estimate includes all lands, fit, and unfit, for settlement. The total quantity granted up to 1862, was 5,748,893 acres.

The number of grants issued in 1857, was 366, representing 63,083 acres; in 1858, the number was 511—78,231 acres; in

1862, 320 representing 38,688 acres; and in 1863, the number issued was 264, representing 31,295 acres. The proceeds of sales for the latter year, were \$19,349.

The price of Crown Land is one shilling and nine pence, sterling, per acre. It is obtained, principally, through the local Deputy Surveyors.

There are reservations in thirteen Counties of the Province, known as "Indian Reserves," representing in the aggregate 26,027 acres, the principal part of which is highly fit for cultivation, though but little of it is yet cultivated.

NEWFOUNDLAND.—The Crown domain of this Colony is still very extensive. The principal part of the lands granted are confined to limited spots on the sea shore. The reader will understand, from our geographical description of Newfoundland, that a very large portion of it is unfit for profitable cultivation. The late Surveyor-General Joseph Noad, in his Report, however, in 1847 says "the soil," around Bay St. George, "is rich and deep, and when the trees and stumps are removed from it no further obstacles exist to prevent the land from being at once brought under the plough, while the husbandman has at hand limestone and gypsum sufficient for the most extensive farming operations, and in addition to which kelp, a most valuable manure, may be collected almost to any extent." At the Bay of Islands and the River Humber "the soil is well adapted for all the purposes of cultivation. It is deep and fertile, and possesses the means of its own support, as limestone can be procured to any extent." There are several other tracts on the island of equal value. In these districts the birch, spruce, pine, and other forest woods, grow to a large size, while in other parts of the country the woods consist of shrubs and other undergrowth.

The quantity of land alienated from the Crown is comparatively small. The upset price of Crown land is two shillings an acre. A lot of land containing 200 acres may be obtained by residing on it five years, and cultivating two acres; or by erecting a saw or grist mill on the land applied for, and keeping the same in operation for three years.

PRINCE EDWARD ISLAND.—This island, which contains an area of 1,365,400 acres, was laid out in 66 Lots or Townships, each containing about 20,000 acres, except Lot 66, which contained only 6,000 acres; 64 of the Lots were granted on certain conditions, in 1767, to about one hundred individuals, the principal part of whom were members of Parliament, officers of the Army and Navy, and merchants. Suffice to say, that the result of this appropriation of the Colony has given rise to much dissatisfaction, both to the Imperial Government and the Legislature and people of the island. It has done much to retard the progress of general improvement, which is the more to be regretted in consequence of the invaluable character of its soils in an agricultural point of view. In some cases the landlords, who principally reside in Great Britain, finding the taxes imposed by the conditions of the original grant unexpectedly burdensome, have sold some of the lands to the Government and people of the island. In order to a final settlement of the subject a Royal Commission was appointed in 1860, composed of three Commissioners,—one representing the Imperial Government, one the tenants, and the other the proprietors. This Commission reported in 1861, and the Legislature confirmed the report, which has been vetoed by the Imperial Government.

The average price of land is about four dollars per acre, and considerable quantities of land may be purchased in different parts of the island at this price, and even less, though in some places it is much higher. The Government owns 39,000 acres.

VANCOUVER ISLAND AND BRITISH COLUMBIA.

The lands on the Pacific side of British North America are far inferior in agricultural capabilities to those on its Atlantic side.

About one half of Vancouver Island is fit for settlement. The quantity of arable land in British Columbia is much less than even this estimate. The *Rev. Dr. Brown*, in his prize essay, after dilating on the capabilities of this section, says:—"The conclusion as regards the agricultural and pastoral capabilities of Bri-

tish Columbia, then, is:—I. As an agricultural country it never can be great or ever vie, for instance, with California or New Zealand. British Columbia is chiefly not an agricultural but a mineral and a mountainous country. On the other hand, it is perfectly able to maintain an agricultural population, and grow grain for the support of a large mining community. There are many thousands of acres scattered up and down, even in that portion (not exceeding one-third) of her territories which has been explored. These acres enjoy great advantages of soil and climate. So far at least as the first settlers are concerned, their comparative scarceness is in itself in favor of the colonist; the fewer they are, the more profitable they will be. 2. As a pastoral country, on the other hand, British Columbia has great capabilities.

“Other more established colonies, like Canada or Australia, may present to the settler broader lands for cultivation and fewer hardships in the first years of his settlement, but none offer so sure a market or such high returns for all produce, whether of the garden, the field, or the farm-yard.”

The climate is well adapted, even far in the interior, for the production of wheat and cereals generally, potatoes and other root crops; apples arrive at great perfection; and tomatoes, melons, and plums ripen in the open air.

The principal part of the land through which the Lower Fraser passes (up to the Cascade Mountains where the navigation is obstructed) is poor. Numerous spots however are well adapted for agricultural operations. But along the Upper Fraser and its numerous tributaries, there are large tracts of excellent land, which lie in valleys of greater or less breadth. These rich alluvial tracts vary in size from 50,000 to 100,000 acres each. A large section of the country is highly adapted for pasturage.

RED RIVER SETTLEMENT.

This settlement is situated on Red River, a tributary of Lake Winnipeg; and 70 miles north of Pembina (Pem-be-nāw), a United

States town situated where the international boundary intersects this river. The Red River settlement extends about thirty miles along both banks of Red River, and contains about 10,000 inhabitants, nearly one-half of whom are Canadian French. The Hudson Bay Company have erected a fort at each end of this settlement, called the Upper and Lower Fort Garry.



FORT GARRY, AT THE CONFLUENCE OF THE ASSINIBOINE AND RED RIVERS.

The town of St. Joseph contains about 600 inhabitants, a Roman Catholic cathedral, an academy, and a large trading

house belonging to the Hudson Bay Company. The Episcopalians also have a cathedral and schools. The banks of the River are dotted with about twenty windmills. The "Nor Wester," a weekly newspaper, is published at St. Joseph. From Fort Garry to Lake Superior is 1,114 miles. The construction of a land and water communication along this distance would cost about three hundred thousand dollars. The present outlet from Red River settlement is by the way of Minnesota to the towns on the Mississippi River, 590 miles distant. A steamer plies on the Red River. Through recent changes in the formation and character of the Hudson Bay Company, leading to a change in its exclusive policy, and the interest being manifested in this country by Great Britain and Canada, means of communication, by telegraph, roads, &c., are about to be established between Red River and Canada. Rich alluvial lands skirt both margins of Red River, extending inland for some miles.

While colonization on the United States side of the boundary has reached almost the westerly limits of cultivable land, leaving a thousand miles in extent of poor arid desert, bare of vegetation, and destitute of timber, in the distance; Great Britain has about eighty or one hundred millions of acres of the most fertile soils skirting the banks of the Red, Saskatchewan, and Assiniboine Rivers, and their numerous and extensive tributaries. These rivers are navigable for hundreds of miles. The Saskatchewan, with the exception of one interruption by falls, is navigable for steamers to the foot of the Rocky Mountains, where gold has recently been found. The climate at Red River is very propitious, and the country, for hundreds of miles, is highly adapted for colonization. Red River is the nucleus of a colony four times as large as New Brunswick. The trade of this settlement, including that of the Hudson Bay Company, is principally with the United States, and amounted in 1859 to about \$2,000,000.

The Selkirk settlement was commenced in 1812, and previous to the boundary survey. This survey gave the principal part of this settlement to the United States.

MANUFACTORIES.

Tabular Statement of the number of Manufactories in the undermentioned Provinces in 1861.

Provinces.	Flour & Grist Mills.	Oat Mills.	Saw Mills.	Carding & Fulling Mills.	Woollen Factories.	Distilleries.	Tanneries.	Foundries.	Breweries.	Edge Tool Factories.	Cabinetware Factories.	Carriage Factories.	Agricultural Implement Factories.
Canada West,.....	501	18	1164	62	85	53	271	124	90	17	143	185	49
Canada East,.....	450	12	810	88	47	5	214	60	16	7	25	66	14
Newfoundland,.....	3	..	14	..	..	..	..	..	..	..	..	..	..
Nova Scotia,.....	414	4	1401	92	1	..	44	11	5	3	3	10	..
New Brunswick,.....	279	71	689	79	..	1	126	21	9	..	..	..	..
Prince Edward Island,.....	141	..	176	55	..	..	55	..	20	..	..	..	..

In addition to those contained in the foregoing Table,

Canada West had 58 other factories of various kinds, numbering in the aggregate,.....	625
Canada East " 60	..
Nova Scotia " 30	..
P. E. Island " 2	..
New Brunswick " 67	..

The number of saw mills in Upper Canada in 1851 were 1,567 and 1,065 in Lower Canada. The total quantity of lumber manufactured in that year amounted to 772,612,770 feet.

EDUCATIONAL.

The Educational Institutions of British North America consist principally of Universities, Colleges, Academies, Normal and Training, Grammar, and Elementary Schools.

CANADA.—In this Province, each section, Canada East and Canada West, has its separate system, controlled by separate heads; and in each separate schools exist. The annual Legislative grant of ninety thousand pounds is divided between the two sections of the Province; and each raises an amount equal to the proportion it receives of the Provincial allowance. The Elementary Schools of Upper Canada are nearly all free; and a large number of those of Lower Canada are also free. The Government has appropriated one million acres of land in aid of Elementary and Grammar Schools, besides a large area in aid of the Colleges of Canada.

CANADA EAST.

Tabular Statement of Educational Institutions in Lower Canada, in 1862:

Designation.	No. Schools.	No. Teachers.	No. Pupils.
Elementary Schools.....	3501	.....	188635
Normal and Model do.....	3	.....	200
Special Schools.....	4	16	135
Academies for Boys.....	41	117	3976
" " Girls.....	84	553	15564
Colleges.....	7	22	247
Classical Colleges.....	13	195	2608
Industrial ".....	14	98	2300
Universities.....	3	50	371

Comparative Statement showing the number of pupils in each Normal School in Lower Canada, since its establishment, to the end of the term of 1862:

Years.	Jacques Cartier.	McGill.	Laval.
1857.	18	30	22
1858	46	70	76
1859	50	83	86
1860	58	81	94
1861	52	61	94
1862	41	68	91
1863	57	80	91

Tabular Statement of the Progress of Education, in Canada East, for the Years named.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Pupils Reading well.....	27367	32861	43407	46940	48833	52099	64862	67763	75236	77108	77676
“ Writing.....	50072	47014	58083	60086	61943	65404	80152	81244	87115	92572	97086
“ Learning Simple Arithmetic.....	18281	22897	30631	48359	52845	55847	63514	68841	69619	74518	75719
“ “ Compound “ ..	12428	18073	22586	23431	26643	28196	30919	31758	41812	44857	45727
“ “ Bookkeeping.....	“	799	1976	5012	5500	6689	7135	7319	9347	9614	9630
“ “ Geography.....	12185	13826	17700	30134	33006	37847	45393	49462	55071	56392	60585
“ “ History.....	6188	11486	15520	17650	26147	42316	45997	46324	51095	54464	59024
“ “ French Grammar.....	15353	17852	23260	39328	39067	43307	53452	54214	60428	61314	63913
“ “ English “ ..	7066	7097	9004	11824	12074	15348	19773	25073	27304	28462	27358
“ “ Parsing.....	4412	9283	16439	26310	34064	40733	44466	46872	49460	50893	52244

Table showing the Number of Institutions, Pupils, and Contributions, for the Years named, for Canada East.

	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Institutions.....	2352	2705	2868	2919	2946	2985	3199	3264	3345	3501	3552
Pupils	108284	119733	127058	143141	148798	156872	168148	172155	180845	188635	193131
Contributions.....	\$ 165648	238032	249136	406764	421208	453396	498136	503859	526219	542728	564810

The two preceding tables present a remarkable progress in one decade; especially as Elementary Education in Lower Canada, previous to the date of the tables, made but slow progress. The last table shows an increase in ten years of 1,200 schools, 84,847 pupils, and \$398,962 in contributions; and the increase during the intermediate years has been very regular and progressive.

The Government appropriation in aid of Education in Lower Canada, for 1863, was from the Consolidated Fund \$175,025, and from the Trust Funds \$79,292; in all, \$254,317. This sum includes \$67,182 in aid of superior education; leaving \$187,135 in aid of Common School purposes. Of the whole amount, \$564,810, contributed in 1863, the people paid \$377,675.

In addition to the various institutions named in the foregoing tables, there are, in Canada East, six schools under the control of the "Brethren of the Christian Doctrine," and nine under the charge of the "Sisters of the Congregation of Notre Dame." In these fifteen schools there are 7,112 pupils, who are included in the total number given in the tables.

Tabular Statement of the principal Collegiate Institutions in Canada East:—

No. Colleges.	Institutions.	When Founded	No. Vols. in Libraries	No. Profes'srs	No. Pupils.
1	McGill University, Montreal	1827	5300	26	233
2	Bishop's University, Lennoxville.....	1843	5000	5	21
3	Laval University, Quebec.....	1852	5200	19	117
4	Theological Seminary, Quebec.....	1678	2500	2	42
5	Theological Seminary, Montreal.....	....	1000	5	50
6	Medical and Surgical School, Montreal....	1843	500	8	56
7	St. Mary's College, Montreal.....	1852	...	3	45
8	Nicolet College.....	1854	500	1	26
9	St. Thérèse College.....	1840	200	1	14
10	St. Hyacinthe College.....	....	500	2	14

The *Quebec Seminary*, now Laval University, is the oldest Collegiate Institution in British North America. It was established, in 1678, by F. de M. Laval, the first Roman Catholic

Bishop of Quebec. As early as 1680, it was attended by about 40 students; in 1696 nearly double that number attended it. Since 1830, it numbered from 300 to 400 per annum. In 1857, it numbered 356 in the college, 38 in divinity, and 47 in law and medicine; in all 441 students. Its libraries contain about 40,000 volumes. In 1852 it was incorporated, "Université Laval." The buildings have cost upwards of £50,000. In the early history of the country it suffered much from repeated conflagrations. The aggregate number of students within its walls is very large.

McGill University was erected in 1829, principally through the means of the Hon. James McGill, who gave £10,000 in aid of its erection. It is Protestant, but free to all denominations. The buildings are 350 feet in length of front. In 1858 the students numbered 711; of whom 30 were students in law, 90 in medicine, and 35 in arts; the High School contained 244, Normal School 70, and Model Schools 230. In 1863 there were studying law, 55; medicine, 175; arts, 72;—total in the University, 302. The High School Department contained 262; Normal School, 79; and Model School, 300,—making in all 937 students and pupils.

Its founder appropriated forty acres of land in aid of this University; and Mr. Molson, in 1862, erected a wing to the building at a cost of £5,000. McGill University, with its large staff of professors, ranks among the first institutions of Canada.

Bishop's University, Episcopalian, is an excellent institution, and largely endowed and provided with a staff of highly educated professors by the body to which it belongs.

The number of students in attendance is not so large as are at the other two Universities of Lower Canada.

A Normal and Model School is connected with each of these Universities, where the Teachers of Elementary Schools are qualified for the work of teaching.

The Government has appropriated 2,125,179 acres of land in aid of the Collegiate Institutions of Lower Canada.

CANADA WEST.

Tabular Statement of the progress of Education in Upper Canada.

Heads.	1850.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
Institutions.....	3,059	3,710	3,815	4,094	4,258	4,372	4,379	4,456	4,554	.....
Pupils	151,891	240,917	262,858	285,314	306,626	314,246	315,812	344,118	357,572	.....
Contributions.....\$	410,472	1,155,992	1,326,992	1,495,267	1,318,922	1,389,582	1,418,448	1,476,097	1,703,216	.....

The above Table includes all the institutions, pupils, and expenditures, for Canada West in the years given. The progress thus statistically presented is not exceeded by any other Province or State, according to population, on this continent. The number of institutions, in 1862, exceeded that of 1850, by 1,495; pupils, by 195,681; and in contributions it exceeded by \$1,292,744. The annual increase has also been regular and exceedingly great.

The Government appropriation for 1863, including that for superior education, is, from the Consolidated Fund, \$229,247; and from the Trust Funds, \$44,865;—Total, \$274,112; leaving nearly one million and a-half dollars of the total amount expended for educational purposes to be raised by the people.

Tabular Statement of the number of pupils learning different branches of Education in the Common Schools of Canada West:—

Subjects.	1858.	1859.	1861.	1862.
Learning to Write.....	160,189	161,510	177,264	186,128
Learning Arithmetic.....	149,003	160,752	180,114	190,435
Learning Bookkeeping..	6,264	6,420	6,105	6,727
Learning Gen. Geog'phy.	88,763	102,939	114,982	122,348
Learning Canadian do..	25,301	32,752	44,345	47,316
Learning History.....	23,157	30,414	38,786	44,136
Learning Grammar.....	66,131	73,415	85,766	92,343
Learning Mensuration...	3,079	3,591	3,519	3,617
Learning Algebra.....	5,105	6,023	7,107	7,229
Learning Geometry.....	2,609	2,980	3,319	3,591
Learning Nat. Philos'p'y.	9,182	9,880	10,031	10,746
Learning Vocal Music...	.....	.....	31,533	36,631
Learning Linear Draw'g	.....	.....	6,644	4,617
Learning Needlework, by Girls.....	.....	.....	6,196	7,210
Other Studies.....	.....	.....	10,148	12,997

Libraries.—The total number of Library books supplied by the Educational Department in Canada West to the beginning of 1863 was 198,848 volumes. To these may be added the prize-books, 99,576;—total, 292,424 volumes. Add to these the volumes in the Sabbath Schools, and other public libraries, and the total is 667,451 volumes. The total cost of library books supplied by this department is \$107,165.

Religious Denomination of Teachers in Canada West.

	1858.	1859.	1862.
Church of England.....	662	747	818
Roman Catholic.....	440	460	484
Presbyterian.....	1259	1196	1287
Methodist.....	1182	1236	1288
Baptist.....	240	225	218

In Canada East the principal part of the teachers belong to the Roman Catholic Church.

Tabular Statement of the character, &c., of the Collegiate and other Educational Institutions in Upper Canada:—

Designation.	Number of Teachers.	Number of Students.	Annual Income.	Denomination.	Situation.
Toronto University, including Univ. College.	12	250	\$55000	Public	Toronto.
Victoria University.....	20	200	12000	Metho	Cobourg.
Queen's ".....	18	160	13000	Presby	Kingston.
Trinity ".....	7	40	17000	Episco	Toronto.
St. Joseph's College....	12	50	6000	} Rom	Ottawa.
Régipolis ".....	12	100	12000		Ca-	Kingston.
St. Michael's ".....	11	100	8000	} tho-	Toronto.
L'Assomption ".....	5	50	5000		lic	Sandwich
Knox ".....	3	50	5000	Presby	Toronto.
Congregational College.	2	10	3000	Congr	Toronto.
Huron ".....	.....	.....	3000	Episco	London.
Belleville Seminary.....	12	150	10000	Metho	Belleville.
Literary Institute.....	6	160	8000	Bapt	Woodst'k.
Wesleyan Female College	10	136	10000	Metho	Hamilton.
Upper Canada ".....	10	130	20000	} Pub	Toronto.
3 Normal & Model Schools	12	560	30000			Toronto.
91 Grammar Schools....	131	4982	90000		
3 Industrial Schools....	9	120	5700	Sectar	
4104 Elementary Schools	4224	329033	1400000	Public	
382 Miscellaneous Schools	517	8174	65400	Var'us	
109 R. Catholic Sep.Schs.	162	14700	31000	R. Cat	

The foregoing Table, though incomplete, affords much valuable information. There are several other literary institutions in Canada, of which the Natural History and Botanical Societies, Museums, Mechanics' Institutes, &c., might be given in detail, did space permit.

There are in all thirteen colleges in Western Canada, giving education to 1,373 students; 342 academies and schools, containing 6,784 pupils.

The *Toronto University* was established by royal charter in 1827, as a Provincial Institution. Its charter has undergone several amendments. It is largely endowed by the Province. In its library there are 13,000 volumes; and its museum contains 70 reptiles, 150 fishes, 1500 chemical products, 1000 birds, 6000 plants, and 6000 mineral specimens. The buildings cost £70,000; and 225,000 acres of land were appropriated to this Institution.

Both the English and French languages are taught in most all the Collegiate Institutions of Canada.

The following table shows the number of students at Toronto University in the years therein named:

	Matriculated.	Non-matriculated.	Total.
1854-55.....	28	82	110
1855-56.....	35	110	145
1856-57.....	37	89	126
1857-58.....	56	136	192
1858-59.....	63	105	168
1859-60.....	80	108	188
1860-61.....	129	96	225
1861-62.....	158	102	260
1862-63.....	162	120	282

Of the 162 matriculated students of 1863, each denomination of Christians claims as follows:—

Church of England.....	64
Presbyterians, viz.	
Canada Presbyterian Church.....	36
Church of Scotland.....	15
Other Presbyterians.....	7—58
Methodists.....	26
Baptists.....	5
Congregationalists.....	3
Other religious persuasions.....	6
Total....	162

It may here be stated that the curriculum of study maintained in all the Colleges of British North America includes the several branches of Mental and Natural Philosophy, with the ancient and modern languages.

EDUCATION.—NOVA SCOTIA.
Tabular Statement of Educational Institutions in Nova Scotia.—1863.

Names and Situation.	Number of Teachers.	Number of Pupils.	Support from People.	Support from Province.	Denomination.
King's College, Windsor.....	6	44	\$	\$ 1000	Episcopalian.
St. Mary's College, Halifax.....	4	117	738	1000	Roman Catholic.
St. Xavier's College, Antigonish..	6	120	1010	1000	Do.
Acadia College, Wolfville.....	4	46	.....	.....	Baptist.
Dalhousie College, Halifax.....	6	52	.....	.....	Public.
Gorham College, Liverpool.....	3	42	680	1000	Presbyterian.
Presbyterian College, Halifax.....	3	.....	.....	.....	Congregational.
Pictou Academy.....	2	142	594	1000	Public.
Aricbat Academy, Cape Breton..	4	169	400	400	Public.
New Glasgow Academy.....	2	70	.....	.....	Public.
Horton, Male.....	4	130	.....	1000	Baptist.
Horton, Female.....	5	75	.....	.....	.....
Grammar School, Halifax....	3	53	1900	600	.....
1 Normal and Model School.....	10	282	952	3000	.....
5 Grammar Schools.....	.....	1600	9213	4060	Public.
1211 Common Schools.....	.....	37483	130664	45472	.....

This Province pays \$1000 annually towards the support of the Sackville Academies, New Brunswick.

Tabular Statement showing the Progress of Elementary Education in Nova Scotia:—

Particulars.	1857.	1858.	1861.	1862.	1863.
Schools (number).....	1076	1054	1063	1094	1211
Pupils ".....	34356	34440	33652	36067	37483
Provincial aid.....\$	53516	53316	46833	47888	45472
Paid by People.....\$	128212	129672	129775	129999	130664
Volumes in Libraries.....	11504	11391	10091	.....	10249

The total number of Common Schools in this Province in 1863, were in winter 1091, in summer 1332; Pupils in winter numbered 33,311, and in summer 41,656. The numbers in the above Table for this year are the averages.

The following statement shows the amounts awarded by the Legislative enactment of 1864, to each County, for Common Schools, and Academical Institutions:

County.	Amount.	County.	Amount.
* Queens.....	\$ 1667	Kings.....	\$3332
* Cape Breton..	3714	* Guysborough...	2264
* Richmond ...	2244	Hants.....	3108
Antigonish	2647	* Inverness	3555
* Victoria.....	1717	* Lunenburg.....	3491
* Annapolis ...	2982	Pictou.....	5123
Colchester	3568	* Shelburne.....	1902
* Cumberland..	3467	Halifax.....	4265
* Digby.....	2625	* Halifax City....	4459
		* Yarmouth.....	2750

Each of the Counties thus, * marked is allowed \$600 for Academies, in addition to the sums stated in the preceding table.

King's College was established by Royal Charter in 1789. It is under the management of the Church of England; but is

open to all classes. Theology, Mathematics and Natural Philosophy, Chemistry and Natural History, and Modern Languages, are taught within its walls. Its Library, Museum, Laboratory, and Philosophical Instruments are on a scale commensurate with the requirements of the age. A Collegiate School is also connected with it.

Acadia College was established by the Baptists a quarter of a century ago. Upwards of 200 students have matriculated at it. It gives instruction in Theology and all the high branches of education. It has an Academy connected with it, where students are prepared for College.

Dalhousie College was incorporated in 1820, at the suggestion of the nobleman whose name it bears. A large amount of revenue was set apart in aid of it; but it was not until 1863 that it was established in accordance with the objects of its foundation. In that year it was organized, and a staff of six highly educated professors appointed to direct its educational departments. It is Provincial, and open to all classes. It now ranks among the highest educational institutions in the Lower Provinces.

St. Mary's College is Roman Catholic, and gives instruction in all the higher branches of knowledge.

Presbyterian College. This institution is under the control of the Presbyterian Church of the Lower Provinces, and is highly efficient.

There are several other efficient and highly equipped institutions in Nova Scotia; a statement of the number of professors and students belonging to each will be found in a previous Table, to which the reader is referred.

EDUCATION.—NEW BRUNSWICK.

Tabular Statement of the Educational Institutions in New Brunswick.—1863.

Name.	No. of Teachers	No. of Students.	Paid by Government.	Paid by People.	Character.
University, Fredericton	4	49	\$ 10,244	\$	Public.
Collegiate School, "	3	100	.....	.....	"
Baptist Academy, "	3	67	1000	.....	Baptist.
Male Academy, Sackville.....	6	184	1200	.....	•
Female " "	4	140	.....	.....	Methodist.
Woodstock, College.....	2	42	500	.....	Presbyterian.
11 Grammar Schools.....	12	400	4200	2640	Public.
Training and Model School.....	3	207	4060	.....	Public.
20 Superior Schools	22	1112	2886	2970	Public.
Milltown Academy.....	2	116	600	.....	Catholic.
St. Michael's "	5	70	1200	.....	"
Madawaska "	3	68	400	.....	"
Bathurst School.....	2	90	.....	.....	"
Hants, St. John.....	4	131	200	.....	Baptist.
789 Elementary Schools.....	789	27,179	78,971	100,217	Public.
Varley School, St. John.....	2	150	.....	.....	Methodist.

Tabular Statement showing the Progress of Education in New Brunswick :—

Years.....	1856.	1858.	1860.	1861.	1862.	1863.
No. of Schools.....	866	762	820	801	812	789
“ Pupils.....	29077	24138	26093	27589	29000	27189
Paid by Government \$	82546	88488	96324	97364	82917	78971
“ People \$	66712	48644	119512	108919	106524	100217
Superior Schools.....	.....	3	15	20	19	20
Pupils .....	.....	.....	840	1162	1164	1112
Grammar Schools....	.....	14	14	12	12	11
Pupils.....	.....	.....	.....	393	397	400
Sectarian Institutions.....	.....	13	14	15	15	16
Colleges & Academies	4	6	6	8	9	9
Other Institutions ...	.....	.....	10	10	.....	.....

Elementary education in the Lower Provinces is on the decrease, while their population is increasing rapidly. About one decade ago Nova Scotia and New Brunswick sent more than one-ninth of their population to school; now the former only sends one-twelfth, and the latter one-tenth. Prince Edward Island a few years ago sent one-sixth of its inhabitants to school; now only one-ninth are receiving the benefits of education. In Newfoundland there is also a decline in school attendance. The reader is here referred to the preceding and following Tables which present the average attendance at school in each Province for a number of years. Canada East is now far in advance of the Lower Provinces; it sends one-sixth of its population to school, when a few years ago, Nova Scotia and New Brunswick were in advance of this section of Canada. Western Canada sends nearly one-fourth of its population to school.

Considering the large amounts annually appropriated by the Governments of the Lower Provinces in aid of elementary education, compared to their population and revenues, it is difficult to account for the present paucity and decline in school attendance; a wide-spread apathy must pervade the public mind as

to the benefits of education. A large proportion of the school teachers of the Lower Provinces are now instructed in the art of teaching; and the system in operation in each province is superintended by an efficient staff of officers; still, a very large proportion of the youth of these, otherwise progressive, provinces, is now growing up ignorant of the rudiments of education.

In Canada West the free school system has been in full operation for many years; in Lower Canada this system is becoming general. This law in Canada was not introduced on the coercive principle; its adoption or rejection was left to the free action of each municipality.

A similar law has remained on the statute book of New Brunswick, almost a dead letter, for many years; and Nova Scotia has recently enacted a similar law, but sufficient time has not yet elapsed to allow it to be brought into operation.

The press and public men of Canada have united in teaching the mass of the Canadian people the necessity of adopting the free school and general taxation principle of advancing education. The Lower Provinces will have to adopt a similar course before their educational standards become elevated, or the mass of the people participate in the blessings of general education.

The *New Brunswick University* is situated at Fredericton. It was established by Royal Charter in 1828, under the title of "King's College." Its character has been repeatedly changed by legislative enactments. It is only, indeed, within the last few years that it has met the public desires. Its Library and Apparatus, Museum and Laboratory, are equal to those of much older institutions in Europe and America. Each county in New Brunswick holds a scholarship in it, tenable by one student for two years, value \$60 with gratuitous tuition. In addition, there are six other scholarships, each of the same value per annum, tenable for one year. Schoolmasters, engaged in teaching, and desirous of continuing in the profession, are admitted free of all charge for tuition. It has a sufficient staff of highly educated professors, and is in every way prepared to impart instruction in all

the branches of a high education. The total revenue of this institution in 1863 from all sources was \$13,488.

Mount Allison Academies, Sackville.—These institutions belong to the Wesleyan Methodists, and consist of two Academies, male and female, and a Theological College. The Male Academy was erected in 1842, principally through the munificence of the late Charles F. Allison, Esq. These institutions are highly efficient. The number of students that have attended the Male Academy have ranged from 80 the first year, to 184 in 1863. The annual average attendance for the first seven years was 119; second seven, 142; and third seven years, terminating with 1863, was 157 students.

The Governments of Nova Scotia and New Brunswick pay annually toward the support of these institutions \$1,000 and \$2,400 respectively, in all \$3,400.

The Roman Catholics have ten educational institutions in this Province. Some of them impart instruction in all the higher branches of knowledge, including the languages. They receive \$3,590 of public money.

Baptist Seminary.—This institution was erected in 1836. It has done much in elevating the educational standard of the Province, by diffusing a knowledge of the classics, and the higher branches of science.

Woodstock College.—This recently established institution belongs to the Presbyterians, and is now taking its place among the higher literary institutions of the country.

PRINCE EDWARD ISLAND.—EDUCATIONAL INSTITUTIONS, 1863.

Name.	Situation.	Denomination	Teachers.	Students.
Prince of Wales College	Charlottetown	Non Sectarian	3	50
St. Dunstan's College.	do.	R. Catholic..	3	40
Normal School.....	do.	Non Sectarian	2	46
Female Academy }	do.	R. Catholic..	7	205
Female School }				

Elementary Schools.

Years.	Schools.	Pupils.	Years.	Schools.	Pupils.
1841	121	4,356	1855	254	11,210
1848	131	4,512	1857	237	10,575
1854	199	9,922	1861	263	9,205

Total Expenditure for Educational purposes.....£17,000.

In addition to the government appropriation, which is raised by a land tax, the proprietors raise from forty to sixty dollars, annually, towards the support of each school.

NEWFOUNDLAND.—*Tabular Statement of Academical Institutions of Education in Newfoundland.*

Name.	Situation.	Denomination.	No. Prof	Stu- d'ts.	Govt. aid.	Vol. aid.
Academy ..	St. Johns...	Episcopalian...	2	44	\$2000	\$21
Bonaventure College ..	}	Roman Catholic.	4	79	4384	2748
Academy ..		Wesleyan.....	2	69	1000	500
Academy ..	"	Gen'l Protestant	1	30	750	750
Totals....	.....	.....	9	222	8134	4019

Elementary Schools.

In 1857 there were 280 Schools, 14,136 Pupils; Cost \$.....
 1858 " " 222 " 12,191 " "
 1861 " " 257 " 12,081 " " 46,995

The principal part of these schools are sectarian, Protestant and Catholic, and the Protestant are subdivided into Episcopalian, Methodist, and Presbyterian. In the administration of the system

the Province is divided into 41 districts, 25 of which are under a Protestant Board of Education and Inspector ; and 16 are under the control of a Catholic Board and a Catholic Inspector. The government appropriation is proportionally divided by the Legislature between Catholics and Protestants.

Tabular Statement of the Protestant Schools.

Years.	Schools.	Pupils.	Cost.
1858	131	6521	\$28560
1859	136	7912	.....
1860	139	8073	.....
1861	147	8413	26500

Of the 147 schools in 1861, the Elementary schools number 108, attended by 4968 pupils; Commercial schools 4, with 159 pupils. The Colonial Church and School Society schools number 24, attended by 2524 pupils; Wesleyan School Society 8, and 593 pupils; Church of England 2 schools, 108 pupils; and the Presbyterian Church 1 school, attended by 61 pupils. Teachers' salaries vary from twenty to sixty pounds sterling, and are made up partly by government, and partly by a small amount of fees paid by the school proprietors.

Tabular Statement of the Catholic Schools.

Years.	Schools.	Pupils.	Cost.
1858	91	5670	\$25060
1861	114	5028	20495

Of the Catholic schools in 1861, 81 were Elementary, 7 Commercial, and 10 Convent schools—the latter containing 1,360 pupils.

The government appropriates annually £400 towards the

training of Protestant teachers, who may be trained in either of the Protestant academies ; and £350 for Catholic teachers, who are trained in the Catholic college.

The government contributes one-half the cost of erecting schoolhouses.

NEWSPAPERS, &c.

Canada, this year (1864) publishes 262 papers and periodicals ; Nova Scotia, 26 ; New Brunswick, 22 ; Newfoundland, 11 ; Prince Edward Island, 8 ; British Columbia, 4 ; and Red River, 1 ; making a total of 330 papers and periodicals published in British North America.

The Press—the fourth Estate—is efficient, and its influence is extensive. The safe and speedy means of transmitting knowledge by steamboats, railroads, mail-coaches, telegraph lines, &c., enables the Press to send its productions with remarkable rapidity to every town, village, and settlement in these Provinces.

In nearly every town, containing from two to four thousand inhabitants, a weekly paper is published ; and in each of the cities and larger towns there are many—some of which are daily, others tri-weekly, &c. The press is generally well sustained by the people, whose desire for information is increasing.

The *Quebec Gazette*, published in 1764, was the first paper established in Canada. The first paper published in Nova Scotia, was in 1769.

The *Royal Gazette* of Nova Scotia is now 65 years old. The *Courier* of New Brunswick is 53 years old.

In Canada East, 19 papers were published in 1836, and in Canada West, 31,—total 50. In 1854 Canada West published 114, and Canada East, 43,—total 157. Total in 1864,—262 ; increasing 105 papers in the last nine years.

In 1854 Nova Scotia published 21, and New Brunswick 18,—in all 39 papers ; total in 1864, 48 papers.

Allowing each paper published in British North America to issue 2,000 copies weekly, there are 440,000 papers distributed over the country every week, exclusive of thousands additional,

which, on their arrival from Europe and the United States, are passed from the post-offices into the hands of the people.

In Canada there is a light postage on all papers, except those devoted to science, education, agriculture, and Government Reports. In the other colonies all Provincial papers pass through the post-office free. British and Foreign papers are subject to a light postage in nearly all the colonies.

COPYRIGHT.—Each of the colonies has a copyright law. In Canada, between the years 1841 and 1859, the number of copy rights and works secured was 165—of which 57 were published in Montreal, 47 in Toronto, and 35 in Quebec.

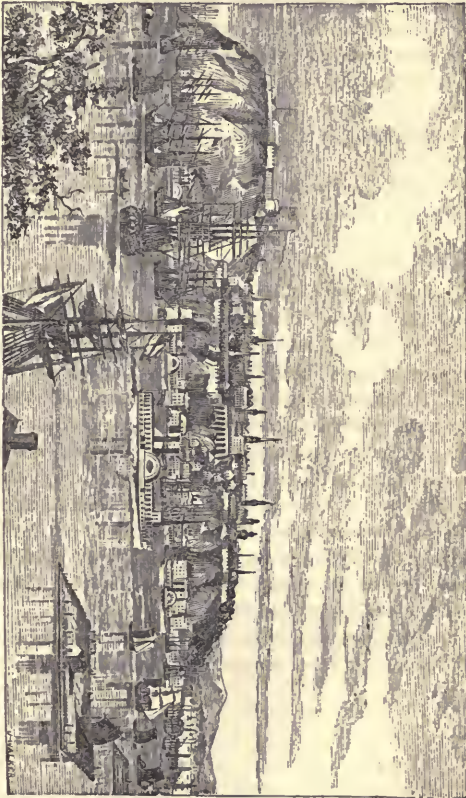
CITIES AND TOWNS IN BRITISH NORTH AMERICA.

CANADA EAST.

QUEBEC, the *Stadacona* of the Indians, is the oldest city in British North America, and probably the strongest fortified city on this continent. Its eventful history during the last 225 years is replete with instructive incidents did our space permit details. It is situated on the northern bank of the River St. Lawrence, 400 miles from its mouth. The tide extends 90 miles above the city. It is built on a promontory, which is formed by the confluence of the St. Lawrence and St. Charles rivers, and is the termination of a ridge of land varying in width from one to two miles, extending in an east and west direction. Cape Diamond, at the lower end of which the city stands, is a bold promontory 345 feet above the tidal water. The fortifications, which cover 40 acres of ground, extend across the peninsula, and shut in the ground on which the city is built. The city is divided into two parts, upper and lower. The former includes the citadel and fortifications, and adjoins the plains of Abraham; the latter is the seat of commerce. Quebec is compactly and permanently built—stone its sole material—founded upon a rock, environed as to its most important parts by walls and gates, and defended at every point by numerous heavy cannon. The higher parts of the city overlook a great extent of country,

and also its spacious harbor, which displays during nearly six months of the year fleets of foreign merchantmen. Its streets

CITY OF QUEBEC, FROM POINT LEVI, SHOWING THE CITADEL, AND UPPER AND LOWER TOWN.



are narrow, populous, and winding up and down almost mountainous declivities. Its wharf accommodation is extensive, and timber coves are numerous and spacious.

The height on which Quebec stands is composed of Upper Silurian rocks, interstratified with beds of impure limestone; the soil is free and light, being formed for the most part from the crumbling of the chalky rocks.

The mountains toward the north and east of Quebec form one of the most beautiful amphitheatres to be seen in America;—mountain and plain, narrow ravine, wide retreating hollow, rocky escarpment, lofty hills, almost assuming the magnitude of mountains.

This city is famous for its historical associations. It was founded by the French in 1608; was taken by Sir David Kertk in 1629, and restored in 1632. It was unsuccessfully attacked by Admiral Phipps in 1690, but was finally captured by Wolfe in 1759, after an heroic defence by Montcalm. Both commanders lost their lives. An unsuccessful attempt was made to regain it. It was attacked twice by the Americans under Montgomery and Arnold in 1775. A large portion of it was destroyed. It has remained a British possession since 1763. It has suffered from epidemics and repeated conflagrations.

Among its public structures are Laval University, Parliament House, Anglican and Roman Catholic Cathedrals, 20 churches, 2 colleges, Normal School, Wolfe and Montcalm's monuments, Post Office, Custom House, Marine Hospital, and Markets. It was the capital of Lower Canada until the union in 1840, and since that time it has been for short periods the Parliamentary headquarters of United Canada.

The country around Quebec is not as well adapted to agricultural operations as other sections of Lower Canada.

PORT OF QUEBEC.

Statement of vessels arrived at this Port in each decade, from 1764 to 1863 inclusive, with their tonnage and number of men:—

Year.	No. Vessels.	Tonnage.	Men.	Year.	No. Vessels.	Tonnage.	Men.
1764	67	5,496	568	1823	569	192,634	6,130
1773	62	5,313	494	1833	941	246,071	10,876
1783	69	8,792	724	1843	1228	433,087	16,603
1793	114	15,758	933	1853	1351	570,733	19,360
1803	167	28,744	1530	1863	1661	807,640	25,591
1813	190	43,856	2200				

Statement of the number and tonnage of vessels built at this Port in each decade, from 1793 to 1863 inclusive:—

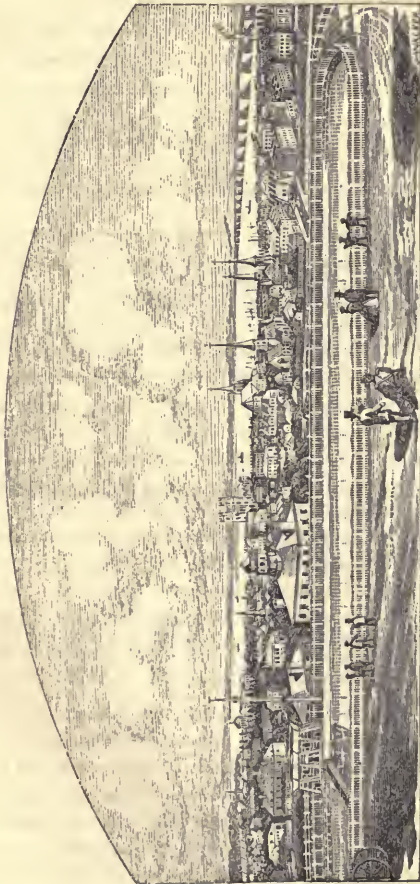
Year.	No. Vessels.	Tonnage.	Year.	No. Vessels.	Tonnage.	Year.	No. Vessels.	Tonnage.
1793	14	909	1823	38	3,706	1853	89	54,023
1803	30	3,163	1833	29	5,593	1863	88	54,735
1813	18	3,515	1843	42	12,736			

Statement of the Exports and Imports, and Duties collected at the Port of Quebec, in Dollars:—

Year.	Exports.	Imports.	Year.	Exports.	Imports.	Duty.
1849	4,964,860	1,754,692	1861	8,316,322	6,434,360	494,103
1850	5,190,092	2,745,764	1862	6,813,164	5,337,447	543,555
1851	6,377,576	3,335,616	1863	11,087,748	4,984,192	588,053

MONTREAL.—This city is situated on an island of the same name, at the foot of the "Royal Mountain," from which it takes its name—near the confluence of the St. Lawrence and Ottawa rivers. It was called by the Indians *Hochelaga*, and by the French *Ville Marie*. It stands near the once confines of the Agniers-Mohawks. Cartier visited it in 1535, and it was first settled by Europeans in 1542. At the time of Cartier's visit it

contained about fifty Indian lodgments, which were encompassed by three separate rows of palisades, or picket fences, one within



THE CITY OF MONTREAL, FROM THE RESERVOIR, ABOVE M'GILL COLLEGE.

the other. It had only one entrance, which was guarded with pikes and stakes, as a means of defence against hostile tribes. Its rude arsenals contained stones and other weapons of warfare.

Passing down the stream of time, 200 years, with all their numerous and exciting events, and in 1760, the date of British possession, we find Montreal a well peopled town "of an oblong form, surrounded by a wall flanked with eleven redoubts, which served instead of bastions. The ditch was about eight feet deep and of a proportionable breadth, but dry; it had also a fort or citadel, the batteries of which commanded the streets of the town from one end of it to the other."

And following down another century of time to the present, the change is greater still; industry, intelligence, labor, and capital, all combined, have produced more remarkable changes.

Montreal is noted for its excellent quays, which are built of limestone, and are connected with the cutstone wharves and locks of the Lachine Canal. They present, for several miles, a display of continuous masonry unequalled on this continent. The city is separated from the St. Lawrence by a broad terrace, faced with stone, the parapets of which are surmounted by iron railings. In this way the city is protected from the annual phenomenon arising from the breaking up of the ice, which frequently is piled mountains high, and departs *en masse*, crushing against the unyielding quays. Ships do not lie near Montreal in winter; but on the departure of the ice in spring hundreds of vessels surround the island. Montreal was nearly all destroyed in 1765 by fires, and has suffered much from subsequent conflagrations. This city is connected by railroad with all the principal places in Canada and the States; and by the River Ottawa with the great lumbering region in the North-West. It is also situated at the outlet of the lake trade *via* the St. Lawrence; and in the centre of the best agricultural district in Canada East.

Its principal edifices are: The Church of Notre Dame, 255 feet long; its two towers are each 220 feet high, and its bell weighs 29,400 pounds; McGill University, with its Law and

Medical Faculties; St. Mary's College; Christ's Church, 187 feet by 70, and spire 224 feet high; thirty other churches; Bonsecours Market House, which cost \$287,000, and several other markets; banks; Jesuits' College; six nunneries and some convents; School of Arts; Museum, and Mechanics' Institute. The mills and water power machinery in its vicinity give employment to 10,000 persons. There are twenty-four newspapers and periodicals published in the city. The population of this city has progressed rapidly. In 1720 it numbered 3,000 souls; in 1851 it contained 57,715 and in 1861 it numbered 90,323; and including suburbs, contained 101,439 souls.

Tabular Statement of the sea tonnage of the Port of Montreal for the following years:—

Year.	No. Vessels.	Tonnage.	Year.	No. Vessels.	Tonnage.	Men.	Vessels built.	
							No.	Tonnage.
1812	53	9,127	1822	56	11,694			
1813	9	1,589	1823	43	9,069			
1814	13	2,341	1825	77	14,338			
1815	52	10,123	1827	64	13,533			
1816	63	12,056	1850	211	46,156	1944		
1817	46	9,215	1851	231	55,660	2181		
1820	66	13,052	1862	525	259,901		23	3031
1821	53	19,064	1863	439	195,809	7880	17	2615

In addition to the foregoing, Montreal had an inland trade in 1863,—of 142 vessels, measuring 10,730 tons; making a total of 581 vessels,—206,539 tons.

Tabular Statement of the value of the Exports and Imports, and the amount of Duties collected (in dollars) at the Port of Montreal:—

Year.	Imports.	Exports.	Duty.
1848	\$5,925,672	\$1,332,740	\$561,916
1849	6,183,892	1,700,960	767,404
1850	7,172,792	1,858,204	1,032,636
1851	9,179,224	2,503,916	1,256,760
1860	15,334,010	6,020,715	2,453,853
1861	16,197,574	10,415,738	2,393,486
1862	20,183,836	8,765,594	2,490,557
1863	18,604,794	7,557,799	2,990,011

THE VICTORIA BRIDGE AT MONTREAL.

The Victoria Bridge (over the St. Lawrence), which is a link in the Grand Trunk Railway of Canada, connects (for railway purposes only) the City of Montreal, on the island of that name, with the mainland to the south. It is of iron, on the tubular principle, and is the most remarkable structure of the kind in the world. In August, 1860, it was inaugurated by the Prince of Wales.

The following interesting particulars regarding this stupendous work and the materials used in its construction, are extracted from "A Glance at the Victoria Bridge," an authoritative brochure, by Charles Legge, Esq., a gentleman who was engaged, as an assistant engineer, on the bridge during its progress :

First stone No. 1 pier laid 20th July, 1854.

First passenger train passed 17th December, 1859.

Total length of bridge, 9184 feet lineal.

No. of spans 25 ; 24 of 242 feet ; one of 330 feet.

From surface of summer water to underside of centre tube, 60 ft.

From bed of river to top of centre tube, 108 feet.

Greatest depth of water under bridge, 22 feet.

General rapidity of current, 7 miles an hour.

Cubic feet of masonry, 3,000,000.

Cubic feet of timber, in temporary work, 2,250,000.

Cubic yards of clay used in puddling dams, 146,000.



THE VICTORIA TUBULAR RAILWAY BRIDGE, FROM ST. LAMBERT.

Tons of iron in tubes, say 8,250.

Number of rivets, 2,500,000.

Acres of painting on tubes, one coat 30, or for the four coats,
120 acres.

Force employed in construction during summer of 1858, the working season extending from the middle of May to the middle of November.

Steamboats, 6, horse-power, 450,..	} 12,000 Tons.
Barges, 72,	
Manned by.....	500 sailors.
In stone quarries.....	450 men.
On works, artizans, &c.....	2090 do.

Total 3040 men.

Horses, 142. Locomotives, 4.

Aggregate length of solid abutments, 2,600 feet.

Length of iron tubing, 6,594 feet.

Cost of bridge, \$6,300,000.

Entrances of bridge 18 feet 6 inches in height, gradually rising to 22 feet in the centre. Width 16 feet throughout. The floor of the bridge rises 1 foot in 112 from extremities to centre.

The *City of Three Rivers* is situated at the mouth of the St. Maurice River, which here separates into three channels (hence the name of the city), and about midway between Quebec and Montreal.

Iron ore has been smelted in the vicinity of this city for one hundred years, but the ore is now nearly exhausted, and consequently operations have ceased. The Falls of Shawanegan, on the St. Maurice, are second only to those of Niagara. The streets are narrow, and its principal buildings are—a cathedral, a convent, a college, and two academies. The population in 1851 was 4,800, and in 1861 it numbered 6,058 souls. This city, though situated in front of an immense lumbering forest with navigable outlets, and a great extent of arable land, has not made much progress during the last decade. This section of Canada seems to have been neglected by the governments of the country. The wilderness has not been pierced by roads, hence settlement has been retarded. Public attention is now being directed to this valuable section of the Province.

Sherbrooke.—This town lies on both sides of the River St. Francis, 91 miles, by railroad, below Montreal. The population has nearly doubled in the last ten years, being 3,000 in 1851,



SHERBROOKE, THE CHIEF TOWN IN THE EASTERN TOWNSHIPS.

and 5,899 in 1861. It has two colleges—Episcopalian and Roman Catholic, a Protestant academy, a convent, and a public library. There are two newspapers published here.

St. Hyacinthe contains about 4,000 souls; it has a college, a convent, and some manufactories.

There are a large number of small towns in Lower Canada, varying in population from 1,000 to 4,000 souls each.

The foregoing are all the cities, and some of the principal towns in Canada East.

The following are the principal cities and towns in
CANADA WEST.

City of Ottawa.—This city, formerly called Bytown, is situated on the River Ottawa—the *Outaouais* of the French, the name

CITY OF OTTAWA, THE CAPITAL OF CANADA, FROM THE CHAUDIERE FALLS.



of an almost extinct tribe of Indians—at the easterly terminus of the Rideau Canal, 97 miles, by the Ottawa River, from the St. Lawrence, and 54 miles, by railway, from Prescott, on the Grand Trunk Railway. It is to be the Parliamentary headquarters of United Canada. The River Ottawa was the northern

boundary between Eastern and Western Canada. The surrounding landscape is unsurpassed in beauty. The Chaudière and Rideau Falls, with the suspension bridge over the Ottawa, resemble Niagara. At this point the Gatineau River joins the Ottawa, which, with Cape Diamond, and other eminences towering in the distance, adds to the beauty of the scenery. The city is well laid out, and the public edifices, although not numerous, are spacious. The Parliamentary Buildings in course of erection, will cost, it is said, upwards of two and a-half millions of dollars. It is 475 feet long. The Legislative halls, one on each side of the interior court, are as large as those of the British Parliament, being 90 feet long and 45 in breadth. The library apartment is capable of containing 300,000 volumes. Its other buildings of note are—a cathedral, a college, an institute, and a bank. This young and growing city is situated in the midst of a fertile country, and immense lumbering resources, which give employment to about 13,000 men. The population, in 1861, was 14,669.



CITY OF KINGSTON, FROM THE CUPOLA OF THE CITY HALL.

Kingston stands on the Grand Trunk Railway, near the lower end of Lake Ontario, and 198 miles above Montreal. Kingston, the *Catarauqui* of the Indians, is a strong military post. It was built in 1782, and was the centre of a battle field, and also the seat of Government from 1841 to 1844. It is the westerly outlet of the Rideau Canal. The streets are well laid out. The public buildings are—two colleges, Catholic and Presbyterian, a town hall, banks, and a penitentiary; there are numerous mills, foundries, and ship-yards in its vicinity. The harbor is safe, and its entrance is guarded by two martello towers. Fort William Henry stands on Point Henry, opposite the city. Kingston is the burial place of Lord Sydenham; its population, in 1851, was 11,585, and in 1861, it was 13,743.

Toronto is situated near the head of Lake Ontario, in the centre of a fertile country. It has been the seat of the Canadian Parliament, and is connected, by railroad, with all the principal places in Canada, and the neighboring Union. The streets are wide, and its public edifices are very attractive. The University, about which many party differences have arisen, is Norman in style; its walls are built of white stone from Ohio, and its columns, capitals, &c., are composed of stone brought from France. It is erected nearly in the form of a square, having an internal quadrangle of about 200 feet square. The east wing is 260 feet long, the west 336, and the two avenues leading to the college cover, in the aggregate, 12 acres of land. The entrance hall is 43 feet long, 25 wide, and 30 high; the convocation hall is 85 feet long, 38 broad, and 45 in height; the museum hall is 75 feet long and 36 high; the library apartment is of the same dimensions, and contains 13,000 volumes. The museum of natural history contains 1,000 birds, 6,000 species of plants, and the same number of geological and mineralogical specimens. The natural philosophy apparatus is very complete, and the observatory is 126 feet in length by 73 in width. It has, in addition to an annual legislative grant, an endowment of 225,000 acres of land, from which it derives a large revenue. Among its other institutions of education, are—Trinity College, Epis-

copalian ; St. Michael's College, Roman Catholic ; Knox's College, Presbyterian ; and the Department of Public Instruction, which are the principal. The Normal School Department of the latter



CITY OF TORONTO, FROM A CLEARED SPACE ON THE ESPLANDE, NEAR THE DON RIVER.

building is 184 feet in front, 85 in width, and the dome is 95 feet high. This building is the largest of its kind in America, and is well supplied with all the necessary appurtenances. Toronto has 40 places of worship, a crystal palace, 256 feet long by 144 wide, a lunatic asylum, a Canadian Institute, and numerous mills, foundries, and workshops. There are twenty journals and periodicals published in the city. The population, in 1851, was 30,775, and 44,821, in 1861; being an increase of 14,046 in ten years.

The trade of Toronto for the years 1862 and 1863, was :—

	1862.	1863.	Increase.
Exports.....	\$1,078,256	\$1,371,345	\$293,089
Imports.....	4,209,115	4,570,480	271,365



CITY OF HAMILTON, SHOWING THE GORE ON KING STREET.

Hamilton is situated on Burlington Bay, an indentation of Lake Ontario, 38 miles by railroad from Toronto. It was founded in 1813. The streets are wide, and its public and private buildings are elegant,—being built principally of white stone.

Hamilton is the site of a Wesleyan Female Academy, and the chief station of the Great Western Railroad. Its population in 1851 was 14,112, and 19,096, in 1861.



CITY OF LONDON, FROM TOWER OF ENGLISH CATHEDRAL.

London.—This city is situated on the banks of the Thames, a tributary to Lake St. Clair, 114 miles from Toronto, and at the junction of the Great Western and Port Stanley Railroad. It is 24 miles by the latter railroad from Lake Erie. The river, and the streets, bridges, &c., of this city have the same names as those of its great namesake, the metropolis of England. London has grown from a wilderness, since 1825, and contained 11,555 inhabitants in 1861.

In addition to the foregoing five cities of Canada West, there are a large number of growing towns in this section of Canada, varying in population from two to seven thousand.

Tabular Statement showing the progress of trade at the principal Inland Ports of Canada West:—

Place.	1851.		1863.		1863.
	Exports.	Imports.	Exports.	Imports.	Duty.
	\$	\$	\$	\$	\$
Toronto.....	327,868	2,001,928	1,371,845	4,571,742	648,361
Kingston.....	421,016	1,026,292	968,635	4,517,827	83,863
Hamilton.....	365,252	2,198,300	933,324	2,719,752	403,193
Dalhousie.....	356,072	98,100	85,046	428,366	32,347
Clifton.....			2,382,112	3,023,467	37,689
Bytown.....			318,772	402,366	42,880
Brantford.....			345,906	141,608	19,062
Belleville.....			391,799	126,588	11,653
Brockville... ..	70,648	239,712	187,132	245,724	8,166
London.....			394,237	637,277	123,676
Prescott.....	32,960	122,448	623,636	943,851	10,712
Windsor.....			177,684	365,366	15,588

Sarnia is situated on the River St. Clair, at the terminus of the Grand Trunk Railway, and a branch of the Great Western. It is a progressive town, and has a population of 3,000.

Brockville is situated on the Grand Trunk Railway, between Montreal and Kingston. From this town a branch of railway runs to Ottawa, 63 miles. Population 5,000 souls.

Belleville is located on the River Moira, a tributary to Quinté Bay, which is a deep indentation of Lake Ontario. It is 229 miles above Montreal, and 113 below Toronto. Population 7,000.

Cobourg.—This town is situated on the north shore of Lake Ontario, 28 miles from Peterborough, 70 miles from Toronto, 95 from Kingston, and 293 miles from Montreal. It is well laid out. Among its public edifices is Victoria College, built by the Methodists at a cost of \$48,000. It also contains numerous places of worship; there are cloth and other manufactories in this town. Steamers call daily at it during the period of navigation.

Peterborough is located on the River Trent, a northern tributary to Lake Ontario. Population 3,000.

Port Hope is situated near Cobourg, on the Grand Trunk Railway. From it a branch railway runs to Lindsay and Beaverton—60 miles. Population 3,000.

Beaverton lies on the eastern shore of Lake Simcoe, a tributary to Georgian Bay. It is a growing town, as are also *Woodstock*, *Paris*, and *Brantford*.

Collingwood, on the Georgian Bay, 96 miles by railway from Toronto, contains 2,500 inhabitants.

Niagara, near the Falls of the same name, was a place of note in the early history of the country, and still continues so, from its proximity to the Falls. It was, under the name of Newark, the capital of Western Canada. Population 3,000.

The Falls of Niagara—of which we give an illustration—are celebrated as one of the natural wonders of the world. They are 165 feet in height, and are divided by Goat Island into the American (920 feet wide), and the Canadian, or, from its shape, Horse-shoe Fall (1,900 feet wide).

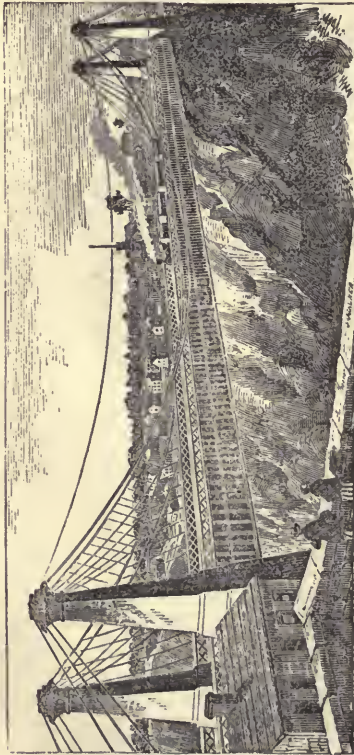
This far-famed and unrivalled cataract of Niagara occurs on the Niagara River,—the connecting link between Lakes Erie and Ontario,—at a distance of about twenty miles from its head, and fourteen from its mouth. Below the Falls the Niagara River runs between perpendicular cliffs for three or four miles, in a channel of from 300 to 800 feet wide, with great force and impetuosity—till it reaches Queenston Heights—(where navigation again commences)—from whence it flows tranquilly into Lake Ontario. The difficulties of navigation caused by the Falls are surmounted by the Welland Canal, 35 miles long, which was constructed to connect Lakes Erie and Ontario.

Two rapids, caused in part by the narrowing of the bed of the river, and partly by rocks at the bottom—occur between the Falls and Queenston. The impetus of the current at the extremity of the first rapids, by heaping up the waters in the middle of the river, forms a number of eddies commonly called "The Whirlpool."

FALLS OF NIAGARA, FROM THE CANADA SIDE, (SHOWING THE AMERICAN AND HORSE-SHOE FALLS).



At the head of the first of these rapids, at Elgin, two miles below the Falls, the river is spanned by a Suspension bridge 800 feet in length, and raised 230 feet above the water. This



RAILWAY AND PASSENGER SUSPENSION-BRIDGE OVER THE NIAGARA RIVER.

International Railroad Suspension Bridge, which was thrown across the Niagara River to connect the Great Western Railway of Canada with the several railways of New York State, is a remarkably wonderful structure. The bridge, which from the

east end commands a fine distant view of the cataract, is supported by four wire cables about ten inches in diameter, and is capable of sustaining a weight of 10,000 tons. It has two floors, the upper for the railroad track, and the lower for passengers and vehicles.

The accompanying illustration may serve to convey to the mind of the reader some adequate conception of this triumph of engineering skill.

Colburn is situated on Lake Erie at the mouth of the Welland Canal. If the Canadian Canals should be so enlarged as to meet the requirements of the Western States, this town will rapidly advance.

St. Catharines is situated on the southern shore of Lake Ontario, at the entrance to the Welland Canal, to which it owes its prosperity. Population about 7,000 souls.

Queenston is a growing town ; its Heights must ever be remembered as the place where opposing forces fought the battles of Queenston Heights, and where a pillar commemorates the fall of Sir Isaac Brock.

In Canada, when a village attains 3,000 inhabitants, it may be erected into a town ; and a town attaining a population of 10,000 may be erected into a city.

NEWFOUNDLAND.

St. Johns.—This city is the political and commercial capital of Newfoundland. It is only 1,665 miles from Europe. The entrance to St. Johns harbor is guarded by two rocky mountains, between which are "the Narrows," through which ships of the largest class pass. Within the Narrows is a deep and spacious basin, capable of holding a national navy in safety. On each of the rocky heights overlooking the Narrows numerous batteries and fortifications are erected. This harbor, accessible at all seasons of the year, and the nearest to Europe on the American continent, is yet destined to be the first port of entry

and last port of departure for steamers from and to Europe. It was entered by ships as early as 1583 ; and during the American wars was the scene of repeated conflicts. The city is well laid out on the side of a hill. The principal edifices are : Govern-



ST. JOHNS, THE CAPITAL OF NEWFOUNDLAND.

ment House, erected at a cost of £60,000 ; Anglican and Roman Catholic cathedrals ; Roman Catholic college and convents ; three academies, Wesleyan, Episcopalian, and General Protestant ; Normal School ; Mechanics' Institute ; Lunatic Asylum, and banks.

It is supplied with water brought from Twenty Mile Pond, distant four and a half miles from the city. These water-works were recently erected at a cost of £80,000, which was raised on a government guarantee of five per cent. St. Johns has suffered severely from repeated conflagrations. In 1817 about 200 houses were destroyed; in 1832, 97; and in 1846 it was more than half destroyed. It has a commodious floating dock, where vessels of from 600 to 700 tons may be repaired. The telegraph cable puts it in constant communication with continental America; and by obtaining "the news" from the passing steamers from Europe, it is the shortest medium of information between the two hemispheres; and if the Atlantic cable should be re-laid, Newfoundland will again be the means of converse between the Old and New Worlds. The annual value of the St. Johns seal fishery is about £375,000. In 1807 there were only two papers published on the whole island, while at present St. Johns alone publishes eight. Population in 1857 was 24,851, being a fifth of the population of Newfoundland.

Of the towns, *Harbor Grace*, distant 63 miles from St. Johns, is a flourishing town. Population 5,095 souls.

Carbonear, situated 67 miles north of the capital, contains 4,808 inhabitants.

Bonavista, 143 miles in the same direction from St. Johns, contains 2,150 souls.

Twillingate, 220 miles northward of the city, contains a population of 2,348.

Burin lies 152 miles southward of the capital, and contains 2,020 souls.

The last census report made of Newfoundland was in 1857.

NOVA SCOTIA.

City of Halifax.—This city, the capital of Nova Scotia, is situated nearly in the centre of the Atlantic frontier of the Province, in lat. $44^{\circ} 39' 20''$ North, and long. $63^{\circ} 36' 40''$ West—in time, 4h. 14m. 26 sec.

The city stands on the west side of Halifax bay, the *Chebucto* of the Indians. This deep and spacious bay is open at all seasons of the year, and is capable of holding in safety the naval



CITY OF HALIFAX, THE CAPITAL OF NOVA SCOTIA, FROM DARTMOUTH.

and commercial marine of England. The City of Halifax extends about two and a half miles along the harbor, and about three quarters of a mile up the side of a commanding hill, the summit of which is 260 feet above the level of the sea. It is surmounted by the citadel, Fort George, which overlooks the city, harbor, and surrounding country. This fort is considered impregnable.

Halifax was founded by Lord Cornwallis in 1749; declared a free port in 1817; and incorporated in 1841. The streets are systematically laid out; and the city is lighted with gas. The south-western part of the city, Spring Gardens, is a most delightful district; and in the rear of the city lies the "Common," containing 250 acres of land, where military reviews and other displays are held. The surrounding landscape is beautiful. The harbor is land-locked, and protected at all points by heavy cannon; near its mouth stands McNab's Island, which is three miles in length, half a mile in width, and contains 1,090 acres. There is a light on this island, to enable vessels to enter the harbor safely. On the eastern side of the harbor is Fort Clarence. Opposite to the city stands George's Island, strongly fortified: and on Point Pleasant, south of the city, there are several batteries. Among the public establishments, the Queen's Dockyard is the most important. Within its enclosure are vast work-houses and other edifices, including the Admiral's house.

The Province Building, situated near the centre of the city, is built of freestone, 140 feet long, 70 broad, and 42 in height; it contains the legislative chambers and departmental offices. Dalhousie College, recently re-organized; Temperance Hall, the Mechanics' Institute, Court House, Insurance Offices, Masons' Hall, Lyceum, and Horticultural Gardens, are attractive objects. Many of the private edifices are elegant. There are numerous societies, for purposes of instruction and amusement, which are well supported by the citizens.

Halifax is the Atlantic terminus of the railway to Truro and branch to Windsor. It is also the depot for the surplus agricultural products of the Province. It is an important military

post. There are usually stationed here two regiments of infantry, and companies of artillery and engineers. It is also the naval station for the North American and West Indian fleets. The admiral resides at Halifax in summer, and in Bermuda in winter.

Population in 1790 was 4,000 souls; in 1827, 14,439; in 1851, 19,949; and in 1861 it was 25,026.

Commerce of Halifax.

The trade of this city is principally with the American Union, and the North American and West Indian Colonies. The chief exports are the products of the sea.

Year.	Imports.	Exports.
1850.....	\$4,080,400	\$2,079,520
1853.....	5,322,780	3,033,590
1860.....	6,431,681	3,902,638
1862.....	6,198,561	3,137,874
1863.....	7,495,855	3,798,395

Vessels outwards and inwards :—

	Year.	No.	Tons.
Inward.....	1850	1,194	176,604
Outward.....	"	1,060	161,079
Inward.....	1861	1,142	217,950
Outward.....	"	1,223	176,604
Inward.....	1862	1,412	220,179
Outward.....	"	1,157	192,768

The average number of men employed is 14,000.

The city property, real and personal, is valued at \$15,000,000.

Pictou is the most important town on the eastern side of the Province. It is situated on the Strait of Northumberland, and forms a part of the county of the same name. It is the southerly point of arrival and departure of steamers traversing the Gulf

of St. Lawrence and its straits. The town is well laid out, and is a progressive place. Pictou has a good harbor, and the surrounding country is fertile.

THE TOWN OF PICTOU, ON NORTHUMBERLAND STRAIT, NOVA SCOTIA.



New Glasgow is connected with Pictou harbor by a railroad, five miles in length.

Albion Mines is a growing town near New Glasgow. All these eastern towns owe the principal part of their prosperity to the mining association which carries on an extensive trade in coal.

Yarmouth is situated on the Atlantic side of the Province, and west of Halifax. It is well laid out; and owns a large amount of shipping according to its population.

Windsor is a neat town situated on the Avon River, a tributary of the Basin of Minas. It is the westerly terminus of the branch railroad from the Halifax and Truro line.

Truro is situated at the northerly terminus of the Halifax and Truro railroad. The town is laid out with taste. The Normal and Training Schools are stationed here. The surrounding country is highly fertile, and the landscape is unequalled by any other in the Province.

Annapolis Royal.—The foundation of this town was laid 258 years ago by the French. The eventful history of Acadia, points to periods when garrisons and formidable fortifications crowned the now dilapidated outlines of ancient Annapolis. Although it has the appearance of declining years, yet at a comparatively recent date it was the birthplace of General Williams, the hero of Kars. It is also the spot where Haliburton wrote his Acadian history.

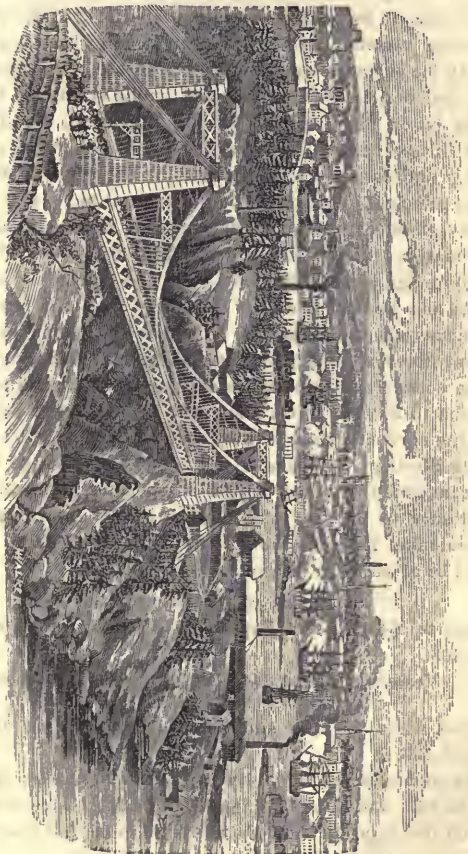
Of the towns, Dartmouth, near Halifax, pop. 3,155; Pictou, on the Strait of Northumberland, pop. 2,833; Albion Mines and New Glasgow, near Pictou, pop. 4,376; Pugwash 3,000; Amherst 2,767; Sydney, Cape Breton, 2,467; Yarmouth 4,152; Windsor 2,271; Liverpool 2,936; Antigonish 2,875; Truro 2,934; Petit Rivière 2,900; Lunenburg 3,048, are the principal.

The aggregate population of the City of Halifax and the towns is about 100,000 souls. The towns of Pictou, Windsor, Truro, Dartmouth, Yarmouth, and Sydney, do a large amount of business.

NEW BRUNSWICK.

The City of *St. John* is situated near the entrance to the river of the same name, the *Ougundy* of the Indians, in lat. 45°

CITY OF ST. JOHN, THE CHIEF COMMERCIAL CITY OF NEW BRUNSWICK, FROM SUSPENSION-BRIDGE.



61' N. and long. 66° 4' West. It is built on an undulating ridge, on the easterly side of the river. It is the commercial capital of New Brunswick. The harbor is deep, capacious, and accessible to the largest class vessels at all seasons of the year. The rise of tide, 26 feet, affords excellent facilities for repairing and launching vessels. The city is protected by batteries erected both at the entrance and head of the harbor. It is systematically laid out, and the private and public structures are neat. Of the latter, the Roman Catholic Cathedral, Penitentiary, Court House, Institute, Lunatic Asylum, banks, places of public worship, and Suspension Bridge over the Falls (see illustration), are the principal. Among its public associations are its Natural History, which contains 5,000 specimens of fossils and minerals; 2,000 marine invertebrates and shells; 700 insects; 30 native, and 30 foreign birds; 500 plants; and 140 volumes of scientific books; and Medical and Law Societies. St. John has suffered from numerous conflagrations. The River St. John is the passage for vast stores of lumber, timber, and farm produce, which adds to the commercial importance of the city. The railway from St. John to Shediac forms a highway for passengers and traffic from the ports of Prince Edward Island, and the other harbors on the Strait of Northumberland. The extension of this line to a connection with the United States lines would be of vast importance to the City of St. John; and if the contemplated Intercolonial Railway should pass near it, a great impetus would be given to its progress.

Commerce, &c., for the year 1862.—

Imports \$4,828,718; Exports \$2,437,944; duty collected \$498,263.

Vessels entered 1,644—347,708 tons, 11,469 men.

“ outwards 1,439—366,652 “ 12,010 “

Total value of real and personal property in 1861 was \$14,331,150.

The population of this city in 1840 was 19,281; in 1851 it was 22,745; and in 1861 it numbered 27,317. Including Carleton, on the opposite side of the river, connected by a suspension bridge, the total population is 38,817 souls.

CITY OF FREDERICTON, THE CAPITAL OF NEW BRUNSWICK, FROM THE RIVER ST. JOHN.



Fredericton.—This city is the political capital of New Brunswick. It is situated on the south-west bank of the River St. John, 84 miles by the river, and 65 by coach, from the City of St. John. Fredericton, formerly called St. Ann's, was constituted the Provincial capital of New Brunswick in 1785. It stands on a plateau, environed by a chain of hills, which, with the meanderings of the River St. John, adds to the beauty of the surrounding scenery. The streets are well laid out. Among its public edifices, the University of New Brunswick; the Parliament; offices of Heads of Departments; the Governor's Mansion; Anglican Cathedral; the Provincial Agricultural Building of 1864; and the various places of public worship,—are the principal. This city, like most all American cities, has suffered from conflagrations. Population in 1840 was 4,002; in 1851, 4,458; and in 1861 it was 5,652.

Towns.—There are fifteen small towns in the Province, varying in population from one to three thousand each, containing in the aggregate about 22,000 souls, exclusive of Portland, which contains 11,500 inhabitants. Of the towns, St. Andrews and St. Stephen in Charlotte County, each of which contains 2,000 souls; Hampton, Kingston and Sussex, in Kings, contain about 1,000 each; Gagetown in Queens 1,000; Woodstock in Carlton 2,800; Dalhousie 1,000; Campbelton 600; and Bathurst 2,400 inhabitants, on the Bay Chaleurs and Restigouche; Chatham 2,500; Newcastle 2,000; Douglastown 1,500, on the Miramichi; and Richibucto, Moncton, Shediac and Sackville, have each a population of 1,300 souls. In each of these towns a considerable amount of commercial business is done. Sackville, in the County of Westmorland, extends along the "Great Marsh" for several miles. It is the site of two Wesleyan Academies, male and female, College and Lecture Hall; Anglican, Baptist and Wesleyan Churches.

PRINCE EDWARD ISLAND.

Charlottetown, the capital of this colony, is situated at the confluence of York and East Rivers, at the head of Hillsborough Bay. The depth of water up to the town varies from seven to

nine fathoms. The city is pleasantly situated on the acclivity of an undulating ridge. The streets are well laid out. The Government House, Governor's Mansion, Prince of Wales'

CHARLOTTETOWN, THE CAPITAL OF PRINCE-EDWARD ISLAND.



College, Roman Catholic College, Bank, Institute, Asylum, and places of worship, are among its public buildings. Population in 1827 was 1,649; and in 1861 it contained 6,706 souls.

Georgetown is the capital of Kings County, and is a neat little

town, situated at the confluence of Cardigan and Brudinell Rivers. Its harbor is frequently the refuge for from 100 to 200 fishing vessels.

St. Eleanors, the capital of Prince County, is being outrivalled by *Summerside*, the principal shipping place of produce to Shediac.



VICTORIA, THE CAPITAL OF VANCOUVER ISLAND.

VANCOUVER ISLAND.

Victoria, the capital of this island colony, is situated at its south end, at the head of Royal Bay. Population 4,000. The town is incorporated. The Governor's residence and the offices of the principal part of the heads of departments are situated here. It is the residence of an English bishop.

BRITISH COLUMBIA.

New Westminster is situated on the Fraser River, about 14 miles from its mouth. Population 1,000 souls. Its chief public buildings are: churches belonging to the Roman Catholics, Wesleyans, and Presbyterians; the Mint, Colonial Hospital, and other government buildings. The river is about three-quarters of a mile wide, and the water is sufficiently deep to admit large class vessels. This town is incorporated. There are several other towns scattered along the banks of the Fraser River, of which Lillooet, population 400; Yale, Hope, and Langley are the principal.

The Cities of British North America arranged according to their respective Populations, and the Origin shown of a part of the Population of each, in 1861:—

Names of Cities.	England & Wales.	Scotland.	Ireland.	French Natives.	Other Natives.	Total Population.
1. Montreal.....	4293	3196	14179	43509	22226	101602
2. Quebec.....	2177	792	7373	28689	11346	51109
3. Toronto.....	7112	2961	12441	435	18767	44821
4. St. Johns, Nfld	1098	316	4528	.....	24225	30476
5. St. John, N.B..	954	648	6901	.....	16924	27317
6. Halifax.....	1077	573	3843	.....	17787	25026
7. Hamilton.....	2904	2202	4149	79	7942	19096
8. Ottawa.....	959	666	3249	3644	3249	14669
9. Kingston.....	1276	620	4104	100	7046	13743
10. London.....	2185	999	2146	77	5119	11555
11. Charlottetown.....	.....	.....	.....	.....	.....	6706
12. Three Rivers..	40	41	78	5367	468	6058
13. Sherbrooke....	394	140	494	1419	2906	5899
14. Fredericton...	220	116	1064	.....	3985	5652

NOTE.—The remainder of the population is divided among half a dozen other countries, the number from each being small.

Tabular Statement of the Religious Denominations to which the Inhabitants of the Cities of British North America principally belong :—

Names of Cities.		Roman Catholic.	Episcopalian.	Presbyterian.	Methodist.	Baptist.	Congregational.
Canada.	Montreal.....	65896	9739	6249	3774	604	768
	Quebec.....	41477	5740	1957	1139	154	234
	Three Rivers..	5583	229	148	65	.....	14
	Sherbrooke...	2603	1638	146	598	80	446
	Hamilton.....	4872	5814	4307	2997	559	209
	Kingston.....	4638	4129	2676	1738	174	177
	London.....	2071	3452	1652	2068	515	145
	Ottawa... ..	8267	3351	1761	988	70	64
	Toronto.....	12135	14125	6604	6976	1288	826
	St. John, N. B.....	10697	5966	3417	3511	3177	282
Fredericton, N. B..	1811	1312	868	945	694	11	
Halifax, N. S.....	11649	6078	2906	1979	1512	37	
St. Johns, Newf'd...	21900	5655	251	1882	7	92	
Charlottet'wn, P.E.I	2550	1440	1018	1330	185	.....

Table showing the Increase of the Denominations named therein, in Canada and Nova Scotia, during the last ten years :—

Place.	Roman Catholic.	Episcopalian.	Presbyterian.	Methodist.	Baptist.
Canada.....	549,480	246,602	305,009	259,515	143,662
Nova Scotia....	16,547	49,799	15,841	10,459	20,698
Totals.....	566,027	296,401	320,850	269,974	164,360

Tabular Statement of the number of Clergymen and Adherents belonging to the principal Religious Denominations in British North America.

Name of Place.	NUMBER OF CLERGYMEN.									
	Cath.	Epis.	Meth.	Pres.	Bap.	Cong.	Luth.	Quak.	Bible Chris.	
Canada	948	406	933	418	212	83	18	..	46	
{ East.....	51	68	53	87	84	10	2	..	..
{ West.....	35	58	55	41	65	3	..	..	1	
Nova Scotia.....	36	40	18	3	..	..	..	..	..
New Brunswick.....	16	9	12	14	22	..	..	..	5	
Newfoundland.....										
Prince Edward Island.....										
Totals.....	1086	581	1071	563	383	96	20	..	52	
	NUMBER OF ADHERENTS.									
Canada	943253	63487	30660	43735	7751	4927	857	121	184	
{ East.....	258141	311565	372154	346991	61559	9357	24299	7383	8801	
{ West.....	86281	47744	34055	88755	62941	2183	4382	158	112	
Nova Scotia.....	85238	42776	25637	36631	57730	1290	113	38	..	
New Brunswick.....	55309	42638	20144	822	77	347	..	..	..
Newfoundland.....	35852	6885	5804	25862	3450	..	..	..	2061	
Prince Edward Island.....										
Totals.....	1464043	515195	488454	542792	193508	18104	29651	7700	11158	

Table showing the number of Adherents belonging to the several divisions of the Methodist, Presbyterian, and Baptist Churches.

Name of Place.	Methodists.				Presbyterians.			Baptists.		
	Wesleyan.	Episcopal Methodist.	New Connexion	Other Meth.	Kirk.	Free Church.	United Presbyterian.	Baptist.	Free Will.	Other Bapt.
Canada {	25879	2537	1292	874	23688	14770	5149	7751	.....	.....
	218427	71615	28200	23330	108963	143043	51378	61559	.....	.....
Nova Scotia.....	34055	.....	.....	.....	19063	.....	69456	55336	6704	901
New Brunswick.....	25637	.....	.....	.....	.....	36072	.....	.....	57730	.....
Newfoundland.....	20144	.....	.....	.....	302	520	.....	.....	44	.....
Prince Edward Island.....	5804	.....	.....	.....	10271	.....	15591	3450	.....	.....

Number of Houses, Families, and Places of Worship.

Province.	Houses.	Families.	PLACES OF WORSHIP.								
			Church of England.	Church of Rome.	Presbyterian.	Methodist.	Baptist.	Lutheran.	Congregational.	Christians.	Others.
Canada West.....	218,949	217,511	136	93	182	386	7	12	23	12	24
Canada East	155,388	183,744	57	361	36	50	2	...	5	...	8
Nova Scotia.....	51,487	54,469	139	121	168	136	182	...	11	...	40
New Brunswick.....	35,237	40,250	109	79	73	97	187	...	7	3	13
Newfoundland.....	19,267	20,187	72	72	...	37	...	...	...	...	4

The census of Prince Edward Island does not give similar statistics to that contained in the foregoing table.

The different Religious Bodies of the foregoing five Colonies arranged according to their status:—

1. Roman Catholics.....	1,464,048	9. Protestants.....	10,021
2. Presbyterians.....	542,792	10. Mennonites, &c.....	8,965
3. Episcopalians.....	515,195	11. Quakers.....	7,700
4. Methodists.....	488,454	12. Christians.....	7,867
5. Baptists.....	193,508	13. Universalists.....	6,015
6. Lutherans.....	29,651	14. No religion, and no creed given.....	35,828
7. Congregationalists.....	18,104		
8. Bible Christians.....	11,158		

The Census Reports of New Brunswick, Newfoundland, and Prince Edward Island, for 1851, do not give the "Census by Religion;" and those of the other Provinces which do, differ from each other in many important particulars. The "Primitive Methodists" of Canada are probably classed with "Other Methodists." The "American Presbyterians," though one of the most numerous congregations in Montreal, belonging to this body, are not named in the Census; and the "Reformed Presbyterians" are also included in some of the other bodies. In Nova Scotia the latter body is set down at only 236, in 1861; while there are four stationed ministers, and eight or ten congregations, numbering some thousands of adherents, belonging to this body, in the Province. The same errors occur in the classification of the Baptist bodies. Nova Scotia is the only Province which has done this body justice in this respect.

COLORED PEOPLE.—Canada numbered 11,413, in 1861; Nova Scotia, 5,927; New Brunswick, 1,581. The increase of these people has been in the same ratio as the increase of the general population.

Tabular Statement of the number of persons admitted into, discharged from, and remaining in, the Lunatic Asylums of each of the undermentioned Colonies in 1863:—

	Canada.	N. Scotia.	N. Bruns'k	P.E. Isl'nd
Admitted - - -	379	47	55	8
Discharged - - -	246	35	95	9
Remaining - - -	1380	142	186	21

Statistics of the Asylums and Prisons of Canada. The total number of individuals who passed through the different institutions in the course of the years 1862 and 1863:—

Names.	1862.	1863.
Marine Hospital.....	1242	1633
Grosse Isle Hospital.....	367	44
Beauport Asylum.....	486	574
Toronto Asylum and Branch.....	518	570
Malden Asylum.....	236	249
Orillia Asylum.....	128	139
Rockwood Asylum.....	103	110
St. Johns Asylum.....	78	82
Provincial Penitentiary.....	1007	1070
Upper Canada Reformatory.....	126	137
Lower Canada Reformatory.....	68	79
Totals.....	4359	4687

The number of imprisonments in the common gaols of Canada were :

Upper Canada.

	1862.	1863.
Prisoners committed for first time, - -	3,510	4,457
Imprisonments of relapsing delinquents,	3,177	2,261
Totals, - - -	6,687	6,718

Lower Canada.

	1862.	1863.
Prisoners committed for first time, - -	3,693	3,445
Imprisonments of relapsing delinquents,	2,584	2,855
Totals, - - -	6,277	6,300

Total number of imprisonments for the last six years :—

Year.	Imprisonments.	Year.	Imprisonments.
1858. - - -	10,483	1861. - - -	10,872
1859. - - -	11,131	1862. - - -	12,964
1860. - - -	11,268	1863. - - -	13,018

The large increase in the number of imprisonments in the penal institutions of Canada is said to have arisen out of the presence of large garrisons, increased European emigration, and deserters from the armies of the American Union.

AGRICULTURE.

By far the greater part of the Provinces of Nova Scotia, New Brunswick, Prince Edward Island, Canada, and the country lying between Canada and the Pacific Ocean at Vancouver Island, is admirably adapted for agricultural pursuits. The soil and climate are suited to the growth of all the usual products—cereals, vegetables and fruits—of temperate climates; and few countries afford so large an extent and so great a variety of indigenous products—useful grasses and fruit. Agriculture is now assuming an important place among the industrial avocations, though in some parts it is still pursued subordinately to lumbering, fishing, and shipbuilding, which affords, though much less sure, more speedy returns for labor expended.

However, science, art, skill and labor are now at work in large sections of these Colonies, producing important results, as the following statistics will show :

Aggregate Population and Products of British North America.

Census.	Pop.	Wheat, Bushels.	Barley, Bushels.	Oats, Bushels.	Buckwh't Bushels.	Maize, Bushels.	Peas, Bushels.	Rye, Bushels.	Hay, Tons.	Turnips, Bushels.	
Lower Canada.....	1852	890,261	3,075,868	668,626	8,967,504	530,417	400,287	1,205,792	331,443	965,653	369,909
Upper Canada.....	1852	952,004	12,632,852	626,875	11,193,844	639,884	1,606,513	2,891,503	479,651	681,682	3,644,942
Nova Scotia.....	1851	276,117	297,159	196,007	1,384,437	170,801	37,475	21,638	61,438	287,837	467,125
New Brunswick.....	1851	153,896	206,635	74,300	1,411,164	689,004	62,225	42,653	.....	225,083	539,803
Prince Edw'd Island.....	1848	62,678	219,787	75,521	746,383	.....	.....	.....	.....	45,128	.....
Newfoundland.....	1845	96,506	.....	.....	11,686	.....	.....	.....	.....	9,880	.....
Total.....	.....	2,471,366	16,492,301	1,640,329	23,715,117	2,029,106	2,106,500	4,161,596	882,532	2,215,279	5,021,779

Census.	Potatoes, Bushels.	Other Roots.	Butter, Ds.	Cheese, Ds.	Horses.	Neat Cattle.	Sheep.	Swine.	
Lower Canada.....	1852	456,114	186,343	9,637,152	511,014	236,077	586,650	629,827	256,219
Upper Canada.....	1852	4,987,475	229,121	15,976,315	2,226,776	263,300	745,894	968,022	484,241
Nova Scotia.....	1851	1,986,789	32,325	3,613,890	652,069	287,89	243,713	282,180	51,583
New Brunswick.....	1851	2,792,394	47,880	3,050,939	.....	22,044	157,218	168,038	47,932
Prince Edward Island.....	1848	731,575	153,933	.....	.....	12,845	49,310	92,785	19,863
Newfoundland.....	1845	341,165	.....	.....	.....	2,409	8,135	750	.....
Total.....	.....	11,295,212	619,602	32,278,296	3,389,859	506,464	1,790,920	2,146,602	859,788

Aggregate Population and Products of British North America.—Continued.

Census of 1861.	Pop.	Fall Wheat, Bushels.	Spring Wheat, Bushels.	Barley, Bushels.	Rye, Bushels.	Peas, Bushels.	Oats, Bushels.	Buck- wheat, Bushels.
Canada East.....	1106148	65630	2588724	2281674	844192	2648777	17551296	1250025
Canada West.....	1395222	7537651	17082774	2821962	973181	9601396	21220874	12418637
Nova Scotia.....	330857	.....	312081	269578	59706	21333	1978137	195340
New Brunswick.....	252047	.....	279775	94679	57504	30677	2656883	904321
Prince Edward Island.	80857	.....	346125	223195	.....	.....	2218578	50127
Newfoundland.....	122252	.....	.....	1892	.....	.....	8704	.....

Census of 1861.	Indian Corn, Bushels.	Potatoes Bushels.	Turnips, Bushels.	Hay, Tons.	Carrots, Bushels.	Mangold Wurtzel Bushels.	Beans, Bushels.	Clover & Timothy Seed, bus.
Canada East.....	334861	12770471	892434	689977	293067	207256	21384	33954
Canada West.....	2256290	15325920	18206959	861844	1905598	546971	49143	61818
Nova Scotia.....	15592	3824864	554318	334287	87727	.....	.....	9882
New Brunswick.....	17420	4041339	634364	324160	43505	4046	5228	8960
Prince Edward Island.	.....	2972335	348784	31088	.....	.....	.....	.....
Newfoundland.....	.....	550317	1175	1240	4502	.....	.....	731

NOTE.—The quantities of grain, roots, &c., in the foregoing tables for Canada East, 1861, are given in Minots and not in bushels. The Minot (Me-nô), as used in Eastern Canada, contains about one-eighth more than a bushel.

Table showing the number of Occupants of Lands, and Acres under cultivation in 1851 and 1861.

Colony.	1851.		1861.	
	Occupants.	Acres.	Occupants.	Acres.
Canada East.....	} 388,718	3,697,724	105,671	4,804,235
Canada West.....		131,983	6,051,619	
Nova Scotia.....		1,839,322		1,028,032
New Brunswick.....		643,954		835,108
Prince Edward Island.....		215,389		368,127
Newfoundland.....				41,108

Table showing the number of Acres of Land under the various Crops named therein for 1861.

Colony.	Wheat.	Oats.	Buck-wheat.	Barley.	Rye.	Indian Corn.	Potatoes.
Canada East.....	244,769	955,553	75,605	139,442	83,931	15,012	118,709
Canada West.....	1,386,366	678,337	74,565	118,940	70,376	79,918	137,266
New Brunswick.....	20,688	96,268	41,933	5,227	3,946	635	35,917

The Census of Prince Edward Island was taken in 1848 and 1861, and that of Newfoundland in 1845 and 1857.

The following Tabular Statements of the quantities—relative and absolute—of the different kinds of grain produced in Canada, at successive periods, will be found interesting:—

CANADA EAST.

Article.	1827.	1831.	1844.	1852.	1861.
Wheat.....	2,931,249	3,404,756	942,335	3,075,868	2,654,354
Barley.....	363,117	394,795	1,195,456	668,626	2,281,674
Oats.....	2,341,529	3,142,274	7,233,753	8,967,594	17,551,296
Rye.....	217,543	234,529	333,446	341,443	844,192
Indian Corn.....	333,150	339,633	141,003	400,287	334,861
Buckwheat.....	121,397	106,050	374,809	530,417	1,250,025
Pease.....	823,318	948,758	1,219,420	1,205,792	2,648,777
Potatoes.....	6,796,300	7,357,416	9,918,369	456,114	12,770,471

CANADA WEST.

Article.	1848.	1852.	1861.
Wheat.....	7,558,773	12,692,852	24,620,425
Barley.....	519,727	625,875	2,821,962
Oats.....	7,055,754	11,193,844	21,220,374
Rye.....	446,293	479,651	973,181
Indian Corn.....	1,137,555	1,606,513	2,256,290
Buckwheat.....	432,573	639,384	12,428,637
Pease.....	.....	2,891,503	9,601,396
Potatoes.....	4,751,231	4,987,475	15,325,921

Tabular Statement of the total quantity of Wheat, Barley, Rye, Buckwheat, Indian Corn, Peas and Beans, raised in the following Colonies in 1851 and 1861, and also the quantity per inhabitant:—

Colony.	Bushels raised in 1851.	Bushels per inhabitant.	Bushels raised in 1861.	Bushels per inhabitant.		
Canada West.....	30,129,622	31½	74,971,828	54		
“ East.....	15,190,027	17	23,534,908	21½		
Nova Scotia.....	2,168,455	8	2,851,767	8½		
New Brunswick.....	2,435,991	12½	3,796,487	15		
Prince Edward Island..	1,041,691	16½	2,838,025	35		
Wheat raised in						
Canada West.....	12,692,852	13½	24,620,425	16½		
“ East.....	3,075,868	3½	2,986,148	2¼		
Nova Scotia.....	297,159	1 1-16	312,081	1		
New Brunswick.....	206,635	1 1-16	279,775	1 1-10		
Prince Edward Island..	219,789	3½	346,125	4¼		
Oats raised in						
Canada East.....	8,967,594	10½	19,744,708	18		
“ West.....	11,193,844	11½	21,220,874	15½		
Nova Scotia.....	1,334,437	5	1,978,137	6		
New Brunswick.....	1,411,164	7¼	2,656,883	10½		
Prince Edward Island..	746,383	12	2,218,578	27½		
Acres per inhabitant under cultivation in						
	Acres.	Roods.	Perches	Acres.	R o o d	Perches
Canada West.....	3	3	2	4	1	13
“ East.....	4	0	8	4	1	0
Nova Scotia.....	3	0	6	3	0	17.
New Brunswick.....	3	1	11	3	1	10
Prince Edward Island..	3	1	30	4	2	0

GENERAL REMARKS ON THE AGRICULTURE OF BRITISH NORTH AMERICA.

It is a maxim in agricultural operations, that continual cropping, without supplying the soil with fertilizing manures, will exhaust the richest lands in the world. The exhausting system has been pursued in these Provinces and the adjoining States of the Union; and it is only recently that efforts have been made to renovate the old “worn out” soils.

The great wheat-producing sections of North America have been gradually shifting their boundaries, and retiring inland and towards the west. The valley of the St. Lawrence was the granary of America in the times of French dominion; western New York and Upper Canada followed in their order. The President of the Agricultural Association of Western Canada said, in 1850, that "the farms on the whole line in the old settled townships, from Montreal to Hamilton, and round the banks of the lakes, rivers, and bays, for a space of eight hundred or nine hundred miles, with few exceptions, are what is termed in Canada 'worn out'."

Now, the newer sections of the country on both the Canadian and United States sides of the Great Lakes have become the wheat-exporting regions of North America. Three centuries have now elapsed since wheat was first raised in Eastern Canada; and as its population increased, so did the quantity raised of this important cereal; but a gradual revolution has taken place; Lower Canada, which fed its own population and exported 1,010,000 bushels in 1800, has now become a large importer of wheat from Western Canada. In 1860, it imported nearly 3,000,000 bushels of wheat. By continual cropping, without returning to the soil the vegetable properties thus withdrawn, its soils, along with large sections of those of Western Canada and the Lower Provinces, have become exhausted; and consequently, the pecuniary circumstances of a large portion of the French people, both in Canada and the Lower Provinces, are greatly embarrassed. Indeed, the English-speaking portion have also suffered much from the exhausting process of cultivating the soil, which has continued for the last century.

Recently however, through emigration, which necessitated the opening up of her wilderness lands, Western Canada has made great progress in the production of wheat; many of the emigrants brought with them considerable means and an improved system of agriculture—became purchasers of some of the worn-out lands, which they have made highly productive. Their examples have been followed by others. The reader will

observe by the tables that this section of Canada has made great progress in the growth of wheat; increasing from 3,221,991 bushels in 1842; 7,558,773 in 1848; 12,699,852 in 1851; to 24,620,426 bushels in 1860; leaving a surplus, in the latter year, of 17,600,000 bushels for exportation. In Canada East a contrary result has followed. This section of Canada however has recently made great progress in the growth of oats, a crop which draws nearly as much from the productive ability of the soil as that of wheat. The principal part of the present products of Eastern Canada, where but few emigrants remain, are raised on new lands; but the same consummation is preparing for the more newly settled parts, unless a change of agricultural system take place. The French people, in these Provinces, adhere closely to old habits and customs; their rapidly increasing population aggregate in the old settled districts; they continue to divide and subdivide the old homesteads into inconveniently long narrow strips, as the families increase to occupy them. Each family continues to draw a scanty supply from an already exhausted soil, until many sections of the best wheat-producing lands of these Provinces are abandoned, and allowed to grow nothing but weeds.

A large part of each of the old settlements in the Lower Provinces, both English and French, have been greatly exhausted; and even in Prince Edward Island, the granary of the Lower Provinces, the new lands are the most productive, in consequence of the exhausting system of cropping without supplying the soil with sufficient quantities of fertilizing matter.

The old marsh-lands, which are so extensive in Nova Scotia and New Brunswick, some of which have been producing large crops of hay, without manures, for more than a century, are now failing to produce as formerly, for want of being irrigated by the muddy matters of the Bay of Fundy, which was the original source of their fertility, and which is now prevented from overflowing them by artificial dykes.

In addition to extensive limestone and gypsum districts scattered over the face of these Provinces, which are sources of fertilization,

these Provinces are every where interspersed with swamps, which consist of a crumbling black vegetable mould, of great use to the farmer, and highly valued for the preparation of fertilizing composts. These swamp earths, unlike the peat bogs of the British Islands, are well calculated to enrich the higher lands, and redeem to fertility the exhausted soils.

The foregoing statistics present important results to the inhabitants of these Colonies. The quantities of agricultural products raised, as well as the quantity and productiveness of lands brought under cultivation in each section differs very much. Canada East, Nova Scotia and New Brunswick had no more land cleared per inhabitant in 1861 than they had in 1851, while Upper Canada and Prince Edward Island have made great advances. In population Western Canada increased forty per cent.; Lower Canada twenty-five; Nova Scotia twenty; and New Brunswick and Prince Edward Island each thirty per cent. in the last ten years.

In the growth of wheat Western Canada raised sixteen bushels per inhabitant; allowing six bushels to feed each of her inhabitants, it had a large surplus; Eastern Canada less than three, and Nova Scotia and New Brunswick but one bushel per inhabitant. The two latter Provinces import annually about 600,000 barrels of flour. Oats are largely produced in the Lower Provinces. Prince Edward Island had more land cleared per inhabitant in 1861 than any of the other Colonies; and, though unaided by emigration, has attended to the cultivation of the soil. Canada East, Nova Scotia and New Brunswick have been but little benefited by emigration during the last fifteen years; and the inhabitants, having divided their time between farming, lumbering, fishing, shipbuilding, and other pursuits, along with a general want of system in tilling the soil, agriculture has made but slow progress.

“Over the whole of Canada,” says the *Official Information for Intending Emigrants*, 1864, “the melon and tomato acquire large dimensions, and ripen fully in the open air, the seeds being planted in the soil towards the latter end of April, and the fruit

gathered in September. Pumpkins and squashes attain gigantic dimensions; they have exceeded 300 pounds in weight in the neighborhood of Toronto. Indian corn, hops and tobacco are common crops, and yield fair returns. Hemp and flax are indigenous plants, and can be cultivated to any extent in many parts of the Province." Apples and plums attain great perfection at Montréal and Québec.

On the Canadian shores of the great lakes, apples, plums, pears, cherries, native grapes, and small fruit of all sorts, grow most luxuriantly; and peaches and nectarines do very well in the warmer parts.

That part of the Provinces of Nova Scotia and New Brunswick bordering on the Strait of Northumberland, under a proper system of cultivation, would produce large quantities of wheat. The Counties of Sydney, Pictou, Colchester and Cumberland, in Nova Scotia; and the Counties of Westmorland, Kent, Northumberland, Gloucester, Restigouche and Carlton, in New Brunswick, raised in 1850 $2\frac{1}{2}$ bushels of wheat to each of their inhabitants; and in 1860 $2\frac{1}{2}$, while the two Provinces of Nova Scotia and New Brunswick, at large, only raised one bushel to each inhabitant.

The extent of the best wheat producing part of these two Provinces is comprised in a narrow belt of land, about 500 miles in length by one in breadth, facing the Strait of Northumberland. The soil is composed of a mixture of red and gray sandstone drift; in some parts it is as red as that of Prince Edward Island, and equally as productive. Being free from fogs, this section is well adapted to the growth of wheat, oats, and potatoes. But much of it is exhausted, and does not produce half as much as it did a quarter of a century ago.

Nova Scotia in 1860 raised 186,484 bushels of apples. Pears and plums also grow luxuriantly. In New Brunswick apple culture is now taking a place among the industrial pursuits. Canada is also highly adapted to the culture of apples, plums, and other fruit.

It is now fully conceded that a very large section of British

America is highly adapted to the growth of flax and hemp. Deep alluvial soils, which are more suitable for flax, are very extensive in each of these colonies. Canada West in 1860 manufactured 1,225,934 pounds of dressed flax and hemp. Of this quantity Halton County produced 380,422 ; Waterloo 369,243 ; Peel 188,023 ; Wellington 62,910, and York 36,253 pounds.

Canada East raised 975,827 pounds of flax and hemp. Of this quantity Portneuf County raised 52,288 pounds ; Dorchester, 50,999 ; Nicolet, 44,528 ; Verchères, 46,059 ; Berthier, 41,220 ; and Champlain, 38,516 pounds.

New Brunswick manufactured in 1860, 14,066 pounds of flax, of which Westmorland raised 5,097 ; Victoria 2,507 ; and Kent 2,229 pounds. In the Lower Provinces flax is cultivated principally by the descendants of the Acadian French—*habitans*—whose methods of culture and manufacture are very simple. Hemp is not raised in the Lower Provinces. The census of the other colonies does not furnish statistics of the quantity of flax grown.

Of the population of Canada and the Lower Provinces, upwards of 450,000 reside in cities and towns, who have to be fed by the inhabitants of the rural districts. And their town population is increasing faster than that of the country districts, showing the necessity of an increased cultivation of the soil. Science will have to be brought to bear upon the culture of the old worn-out farms bordering the River St. Lawrence, as well as those of the Lower Provinces ; and the new lands (wilderness) will have to be penetrated by roads, and made to yield to the wants of a rapidly growing people.

CANADA WEST.

The Counties in this section of Canada raising the largest quantities of wheat, are :—Huron, 1,764,049 bushels ; York, 1,397,789 ; Wentworth, 1,332,623 ; Perth, 1,230,800 ; and Middlesex, 1,122,378.

Of oats, the largest quantity was raised in York, 1,303,237 bushels ; the quantities raised in the other Counties vary from 264,000 to 966,000 bushels each.

Of buckwheat, Prince Edward County raised 220,054 bushels, being nearly three times the amount raised by any of the other Counties. Essex is the largest corn-growing County, 366,086 bushels; Kent, 304,854; Welland, 151,020 bushels. The quantities of potatoes raised are generally distributed throughout the Counties, varying from 300,000 to 600,000 bushels. The quantity of hay raised in each County varied from 12,000 to 30,000 tons.

CANADA EAST.

The most productive *wheat* counties in this section of Canada in 1861, were Pontiac, 124,390; Iberville, 108,451; Kamouraska, 102,943; Rouville, 101,229; Bagot, 100,690; Chateauguay, 94,665; Soulanges, 87,986; Charlevoix, 84,949; and Beauharnois, 82,562 minots.

In *barley*, Verchères, 118,592; St. Hyacinthe, 106,356; Kamouraska, 59,848; Chateauguay, 82,579; Beauharnois, 82,591; Laprairie, 84,640; Rouville, 81,277; and L'Assomption, 77,123 minots.

Of *oats*, Berthier raised 737,573; Joliette, 520,255; Portneuf, 301,523; Maskinongé, 505,400; L'Assomption, 481,500; Nicolet, 407,936; Montcalm, 403,051; Richelieu, 402,105; and the Two Mountains, 442,573; Verchères, 409,530 minots.

Indian Corn; Missisquoi, 67,252; Brome, 44,390; Huntingdon, 28,466; Shefford, 18,282; and Argenteuil, 12,630 minots.

Of *potatoes*, the Counties which raised the largest quantities, were Rimouski, 457,371; Temiscouata, 383,619; Bonaventure, 368,535; Quebec, 367,554; Kamouraska, 356,354 minots. The quantities raised in each of the other Counties varied from 150,000 to 330,000 minots.

Canada exported, in 1859, 2,635,000 bushels of oats; 1,766,000 bushels of barley and rye; 690,863 bushels of peas; nearly 2,000,000 bushels of wheat, and 427,007 barrels of wheat flour. The aggregate value of these and other agricultural products exported was \$5,872,000. In 1856, Canada produced 26,555,000 bushels of wheat.

Agriculture now occupies a prominent place among the scientific and industrial pursuits of Canada. The late Minister of Agriculture, the *Hon. L. Letellier*, in his able report, 1863, says with regard to the state of agriculture generally, that:—

“The reports of the various agricultural societies, in both Upper and Lower Canada, exhibit the increasing interest manifested by the agricultural classes during the last few years in the improvement of agriculture. Despite the prejudices and difficulties which the work of disseminating the most enlightened ideas and theories on the grand science of agriculture has had to encounter, and which have delayed the general adoption of the most improved implements, a gradual progress in this direction has been manifested. This progress has not been rapid; a reason for which it is not difficult to find. The extent of territory in this Province still covered with forest and suitable for cultivation, is still so vast, and the price of land on that account so low, that the farmer seeks rather to increase the extent of his lands than to improve them, and experience shows that these circumstances are not favorable to the adoption of a perfect system of cultivation; whilst, when the price of land is high and the domain of the farmer necessarily more restricted, he then feels the necessity of increasing the producing power of his land, which can only be effected by carrying out the treatment and improvements suggested by science and experience. It is to be remarked, that throughout the whole Province an improved system of cultivation has generally been first adopted in those places where rural property has attained the highest price; that its general adoption has been governed by this gradually increasing value, both increasing in the same proportion; this is most evident in the old settlements, and in the vicinity of the great centres of population.

“The first efforts made in this direction are only the prelude to greater successes, which cannot fail to crown the efforts of those governments which have successively lavished encouragement on the work, and those of the press which have been unanimous in advancing and promoting them.”

Other powerful means for advancing the cause of agriculture also exist; "the publication of periodical agricultural reviews by men of talent and special attainments; and above all and as the result of all these efforts already applied, the removal of the unfortunate and absurd prejudice which has for such a length of time induced our educated youth to believe that the liberal professions alone offered them a career worthy of their pursuit; and it is with the highest satisfaction that we now see a large number of them devoting their pecuniary means, and the experience resulting from a high education, to the most noble of all the arts."

Many of the public institutions of education are teaching agricultural science. The Lower Canada Board of Agriculture has devoted \$1,000 per annum to found twenty scholarships, with a view of advancing agricultural instruction. The cultivation of textile plants, flax and hemp, and mills for the manufacturing of them, is now engaging public attention, and various works treating on agricultural chemistry are being disseminated throughout the Province.

NOVA SCOTIA.—The County of Pictou is the largest wheat-growing County in Nova Scotia. It raised 83,467; Cumberland, 53,412; Sydney, 43,865; Hants, 22,217; Kings, 25,024 bushels.

Pictou raised 382,713 bushels of oats; Inverness, 258,006 bushels. Of buckwheat, Cumberland, 79,013 bushels, and Colchester, 38,511, are the largest. Nearly all the corn raised was produced by Annapolis, 8,256 bushels; and Kings, 4,530 bushels. Of potatoes, Kings, 858,551; Annapolis, 566,752; Colchester, 358,001; Cumberland, 336,877; Pictou, 288,109, and Inverness, 242,451 bushels, are the most extensive. The best hay-producing Counties are—Colchester, 33,101; Kings, 32,788; Cumberland, 31,582; Annapolis, 28,424; Pictou, 27,494, and Hants, 25,880 tons.

Of butter, Pictou made 471,486; Inverness, 467,172; Colchester, 398,229; Cumberland, 383,954; Sydney, 357,856; Kings, 280,387; Hants, 258,835; Annapolis, 250,977 pounds.

The County of Pictou, with 13,590 cows, only produced 471,486 pounds of butter—an average of 35 pounds per cow, while Cumberland, with 7,074 cows, produced 383,954 pounds—being an average of 54 pounds from each cow,—showing the superiority of marsh over upland pastures.

NEW BRUNSWICK.—The best wheat-growing sections of this Province are—Gloucester, Kent, Westmorland, and Northumberland Counties—bordering or on the Strait. In oats, Carlton, Kings, Westmorland, and York, are in advance; and in buckwheat, Kings, Carlton, Queens, Westmorland, and York. The quantity of barley, rye, and corn raised in each County is small. In the growth of potatoes, Westmorland, Kings, Gloucester, and Kent, are the first; and Kings, Westmorland, York, Queens, and Charlotte cut the most hay. The quantity of hay cut in the Province, in 1861, exceeds that of 1851 by 44 per cent.; wheat, 35 per cent.; barley, 27 per cent.; oats, 88 per cent.; buckwheat, 31 per cent.; potatoes, 44 per cent. In stock—Kings raised 27,966 head of cattle, including 11,458 cows; Westmorland, 21,211, including 7,615 cows; York, 16,309; Queens, 15,551; Carlton, 14,999, and Charlotte, 12,920. The largest number of horses are in Kings, Westmorland, Carlton, and York; the largest number of swine, in Kings, Westmorland, Gloucester, Carlton, Kent and York; and the largest number of sheep in Kings, Westmorland, York, Carlton, Queens, and Charlotte. Of the stock of the Province, in 1861, there were 60 per cent. more horses; 36 per cent. more milch cows; 66 per cent. more neat cattle; 27 per cent. more sheep, and 56 per cent. more swine than in 1851. In 1861, there was 50 per cent. more butter made than in 1851, and 34 per cent. less maple sugar.

PRINCE EDWARD ISLAND.—Queens County raised 157,707 bushels of wheat; Prince County, 120,818; and Kings, 67,000. Each County raised nearly an equal quantity of barley. Queens raised 1,112,887 bushels of oats, being about double the quantity raised by either of the other Counties. Queens also raised 1,642,775 bushels of potatoes, being more than double the quantity raised by the other two Counties. There were 15,560 tons

of bay cut in Queens County, 9,507 in Prince County, and 6,321 in Kings County.

NEWFOUNDLAND.—The principal part of the agricultural produce of Newfoundland, in 1857, was raised in the district of St. Johns. The other districts produced comparatively small quantities.

It is estimated that there are not less than 80 millions of acres of good agricultural soil lying between Lake Superior and the Rocky Mountains. The lands on Red River, in this region, are highly adapted to successful agriculture; and the climate is propitious. There is room here for another Canada, in size, in agricultural capabilities, and climatic adaptation. It is intersected by extensive navigable rivers, teeming with fish; and coal, gold, and other useful minerals abound throughout its vast extent.

EMIGRATION.

Although, generally speaking, there is a strong attachment in man to the land of his nativity, arising from his national, social, and natural predilections and affections, still the spirit of migration, and infusion of tribes and nations has been going on from time immemorial.

Soon after the discovery of the American continent, its colonization commenced. The tide of emigration has been principally from Europe; England, Ireland, and Scotland furnishing by far the largest quota. Between the years 1815 and 1845, inclusive, 43 years, not less than 4,683,194 persons emigrated from the British Islands. Of this number, 2,830,678 went to the American Union; 1,170,342 to British North America; 682,165 to Australia, and other countries. Between the years 1847 and 1854, both inclusive, 2,444,802 left the shores of Great Britain. In the eleven years previous to 1858, a large number (3,011,038) emigrated. The United States has been the "land of promise" to the principal part of the redundant population of Europe.

Statement of the number of immigrants who arrived in Canada by the St. Lawrence, and of those who arrived in the United States, from 1830 to 1863, inclusive :—

CANADA.				UNITED STATES.			
Years.	Number arrived at Quebec and Montreal.	Years.	Number arrived at Quebec and Montreal.	Years.	Number of for'gn passengers to the United States	Years.	Number of for'gn passengers to the United States.
1830	28,000	1847	90,150	1830	23,327	1847	234,968
1831	50,256	1848	27,939	1831	26,633	1848	226,527
1832	51,746	1849	38,494	1832	60,482	1849	297,024
1833	21,752	1850	32,292	1833	58,640	1850	369,980
1834	30,935	1851	41,076	1834	65,365	1851	379,466
1835	12,527	1852	39,176	1835	45,374	1852	371,603
1836	27,728	1853	36,699	1836	76,242	1853	368,645
1837	21,901	1854	53,183	1837	79,340	1854	427,833
1838	3,266	1855	21,274	1838	38,914	1855	200,877
1839	7,439	1856	22,439	1839	68,069	1856	200,436
1840	22,234	1857	32,097	1840	84,066	1857	251,306
1841	28,086	1858	12,810	1841	80,289	1858	123,126
1842	44,374	1859	8,778	1842	104,565	1859	121,282
1843	21,727	1860	10,150	1843	52,496	1860	153,640
1844	20,142	1861	19,923	1844	78,615	1861	
1845	25,375	1862	22,176	1845	114,371		
1846	32,753	1863	19,419	1846	154,416		
		Total	978,316			Total	4,933,913

From the foregoing table it is deducible that the emigration to Canada exceeded that to the United States by 1.01 per cent. in proportion to the population of the two countries. The emigration to the former being 36.06, and to the latter, 35.05.

The great difficulty in Canada, however, consists in retaining the immigrants. The following Table, extending from 1852 to 1860, both inclusive, shows that 146,853 immigrants left Canada for the States. It also shows in what sections of Canada the immigrants remaining, principally locate themselves.

Statement showing the number of immigrants arrived in the Province of Canada by the St. Lawrence and the United States, and their movement :—

Years.	By the St. Lawrence.	From the United States.	Total.	Emigrants from this Pro- vince to the United States.	Settled in	
					Upper Canada.	Lower Canada.
1852	38,640	4,000	42,640	13,333	27,031	2,276
1853	35,968	5,000	40,968	11,504	25,069	4,395
1854	52,263	7,000	59,263	22,000	33,263	4,000
1855	20,796	10,000	30,796	5,500	22,767	2,529
1856	21,167	10,729	31,896	9,352	20,044	2,500
1857	30,257	41,994	72,251	38,397	31,423	2,431
1858	11,114	26,900	38,014	25,675	11,100	1,239
1859	7,061	13,179	20,240	13,940	5,500	800
1860	8,599	4,829	13,428	7,152	5,544	732
	225,865	123,631	349,496	146,853	181,741	20,902

Canada now offers large inducements to immigrants ; colonization roads traverse its best lands in all directions, the price of which is merely nominal. A convenient landing-place with suitable sheds, and other means of comfort have been provided at Quebec ; and information respecting the country is disseminated freely among the immigrants.

The countries from which the immigrants came in 1863,— were, from England and Wales, 6,317; Ireland, 4,949; Scotland, 3,959; Germany, 3,058; Norway and Sweden, 1,113; and 23 from other countries. The amount of cash brought into Canada by European immigrants in 1863, as reported to the Emigration office at Quebec, was \$38,210. The immigrants to Canada during the last two years have been of a much better class than formerly. The total immigration to Canada in 1863, was 28,719, of which 5,000 are reported to have gone to the States; the remaining 23,719 settled in this colony. Many of the immigrants prefer entering Canada by the circuitous path *via* Portland in preference to that by the St. Lawrence, which is both shorter and cheaper.

Comparative Statement of the number of Emigrants arrived at the Port of Quebec from the year 1829 to 1863, inclusive:—

Country.	1829 to 1833.	1834 to 1838.	1839 to 1843.	1844 to 1848.	1849.	1850.	1851.	1852.	1853.
England	43386	28561	30791	60458	8980	9887	9677	9276	9585
Ireland	102266	54904	74981	112192	23126	17976	22331	15983	14417
Scotland.....	20143	11061	16311	12767	4984	2879	7042	5477	4745
Cont'n't of Europe	15	485	.....	9728	436	849	870	7256	7456
Low'r or other ports	1899	1846	1777	1219	968	701	1106	1184	496
	167699	96357	123860	196364	38494	32292	41076	39176	36699

Country.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.
England	18175	6754	10353	15471	6441	4846	6481	7790	6877	6317
Ireland	16165	4106	1688	2016	1153	417	376	413	4545	4949
Scotland.....	6446	4859	2794	3218	1424	793	979	1112	2979	3959
Cont. of Europe.	11537	4864	7343	11368	3578	2722	2314	10618	7728	4182
Lr. or other ports	857	691	261	24	214	.....	.....	.....	47	12
	53180	21274	22439	32097	12810	8778	10150	19923	22176	19419

Grand Total..... 994,263

The emigration in 1864 is far in excess of any previous year.

The emigration to the Lower Provinces has been very limited. The total number arrived in New Brunswick from 1844 to 1862, both inclusive, was 59,983. In 1847 the number was 14,879; in the previous year it was 9,765; in 1854 it was 3,440. In 1860, only 323 entered the Province; in 1862 the number was 676.

The total number which arrived in Prince Edward Island in the ten years previous to 1863, was 718.

Nova Scotia and Newfoundland have not, until recently, paid much attention to emigration. The former Province now offers considerable inducements to immigrants landing on its shores ; while the fisheries of Newfoundland will afford profitable employment to a large number of additional inhabitants, of the sea-faring class.

Among the Lower Provinces, however, New Brunswick affords the largest field for immigrants ; the vast extent of fertile land still unsettled, would, if penetrated by roads, give place to 20,000 immigrants per annum, during the next thirty years.

The census reports of these Colonies for 1861 show a population of 706,871 not native born, of which 96,000 were in Canada East ; 493,212 in Canada West ; 35,141 in Nova Scotia ; 52,602 in New Brunswick ; 11,905 in Newfoundland ; and 18,011 were in Prince Edward Island ; showing that one-fifth of the present population of British North America are not natives. These statistics also show to what sections of the country the majority of emigrants resort. One-third of the population of Western Canada were born in other countries, while not more than one-tenth of the population of Newfoundland are of trans-marine birth. The census of New Brunswick shows an arrival, between 1851 and 1861, of 12,000 emigrants, of whom 2,750 were from Great Britain—averaging 275 per annum. Emigration to the Lower Provinces has been on the decrease since 1845, and many of those who arrived in the minor Provinces left for the American Union and Western Canada. Recently these Colonies have made extra efforts, by the circulation of books treating on their resources, in the Mother Country, to induce emigration thereto. Canada and New Brunswick, also, where the greatest facilities for settlement exists, have each sent persons to the British Islands to lecture on the advantages presented by these Provinces to those desirous of emigrating. Foreign emigration has done much to raise the United States to a national standard. Each emigrant is said to bring \$76 into the country, besides sharing in the payment of taxes, &c.

These Colonies are now becoming better known abroad. The visit of His Royal Highness the Prince of Wales, the display of their products at the London Exhibition, and their peaceable attitude, tend to give the Colonies a standing in other countries. And the "British North American Association," recently formed in Great Britain, is doing much to make the resources of this country better known and appreciated. Through this and other means, the vast territorial extent, mineral wealth, fertility of soils, unparalleled fisheries, and extensive forests, of these Colonies, are now beginning to be understood and valued. And being free from war taxes, while the States, Federate and Confederate, are burthened with an immense debt, and the war still progressing on the most gigantic scale known in modern times, we see no reason why the current of emigration should not flow to the shores of British North America.

CONFEDERATION OF THE BRITISH NORTH AMERICAN PROVINCES.

This important subject is now occupying the attention of the Atlantic and St. Lawrence Colonies. The time seems to have arrived when some centralization system of government should be established in this section of America.

The weak state of the public defences; conflicting tariffs, and currency; want of unanimity in the completion of the inter-colonial railroad; the sectional and political differences in Canada; the cost of maintaining so many miniature Parliaments, each of which is continually enacting conflicting laws;—shows the necessity for a union of all these Colonies under one substantial Government, with a chief magistrate invested with vice-regal powers.

The peaceable and prosperous state of the country, along with its vast resources, and means of communication and intercourse, cannot fail to give effect to such a union, which would ultimately tend to make British North America one of the great powers on the American continent, and its voice heard in the councils of other Governments.

The material progress of these Colonies at present would be far exceeded by their being united under one confederacy; which will, we have no doubt, be formed in a short time.

PRONUNCIATION OF SOME OF THE MOST DIFFICULT WORDS.

A-ca-die'	Long Sault (long-só)
Aix-la-Cha-pelle (aks-la-sha-	Margarié
A-mer'i-ca pel')	Minot (me-no)
Anjou (ang-zhó)	Miramichi (mir-a-ma-shé)
An-nap'o-lis	Miquelon (mik-eh-lon')
An-ti-cos'ti	Mó-hawk
Arpent (ar-pang)	Montcalm (kam')
Aux-Sables (o-sabl)	Montreal' (-awl) wick)
Belle Isle (bel-il')	New Brunswick (new-bruns'-
Bou-lar-da-rié	New-found-land or new-foun'd-
Bras d'Or (bra-dór)	Niagara (ni-ag'a-rah) land)
Bréton	Nip'-is-ing
Canada (kan'a-da)	Notre Dame (no-ter-dam)
Canseau (can-so)	Nova Scotia (no-va-skó-sha)
Caribou (car-i-boó)	On-ta'-ri-o
Cha-leurs'	Os-wé-go
Chambly (sham-blee)	O'ta-wa
Chaudière (sho-de-air)	Pictou (pik'-to)
Chebucto (she-buk'-too)	Placentia (pla-cen-sha)
Cher-o-keés	Qu'appelle (kap-pel')
Chip'-pe-way	Quebec'
Cobequid (co-be-kid)	Quinté (kan-teh')
Columbia (ko-lumb-ya)	Restigouche (restigoosh')
Croix (krwah) (croy)	Richelieu (reesh-e-lú)
Des Châts (deh-shah')	Rideau (ridó)
Esquimaux (es'-ke-mo)	Shu-be-nac'-a-die
Gas'pe	Sioux (se-ó or so)
Gaspereaux (gasperó)	Souriquois (soo-re-kwah')
Gatineau (gat-e-nó)	St. Pierre (pe-ayr)
Hochelaga (hosh-e-lah'-ga)	Ta-dou-sac'
Hu'ron	Thames (tems)
Hyacinthe (hy-a-cinthe)	Tobique (to-beek')
Iroquois (ir-o-kwah')	Utrecht (yu'trekt)
Lab-ra-dor'	Vancouver (van-koó-ver)
Lachine (la-cheen')	Win'ni-peg
La-val'	



VELL'S SERIES OF SCHOOL BOOKS.

The Publisher has much pleasure in tendering his best thanks to the public of Canada and of the other British North American Provinces, for the very liberal support which has been accorded to his Series of School Books.

When a large amount of care and labor has been expended on an undertaking of a National Character, it is very gratifying to find, from substantial evidence, that the public have appreciated the enterprise, and approved of the manner in which it has been carried out. This has been essentially the case in reference to Lovell's Series of School Books.

The very favorable manner in which the Books have been received and reviewed by the Press of Canada and of the Lower Provinces, together with the flattering opinions, expressed by some of the leading gentlemen of the Provinces,—for which the Publisher is very grateful,—is perhaps the best guarantee of the utility of the Books which the public can receive.

There are very few Schools in British North America in which some of the Books have not been introduced, while in very many instances the whole Series has been adopted.

The following is an extract from the Report of the Rev. Dr. Ryerson, Chief Superintendent of Education in Upper Canada, for 1862-3, which appeared in the B. N. A. Almanac for 1864, at page 127:

“It is worthy of remark that the text-books specially prepared and adapted for the Canadian schools are rapidly superseding those for which they were intended as substitutes.

“On the adoption of the decimal system of currency in Canada it was felt that the National Arithmetics should be adapted to it. This task was undertaken by Mr. Sangster, the mathematical master of the Normal School, who has compiled both a large and a small arithmetic, upon the plan of the National Arithmetic, greatly improved and illustrated by examples taken from Canadian statistics. These arithmetics, published by the enterprise of Mr. Lovell, are already used in 1,906 schools—being an increase of 782 schools during the year: while the use of the old National Arithmetic has decreased during the year to the extent of 734 schools.

LOVELL'S SERIES OF SCHOOL BOOKS.

“The same remark applies to Mr. Lovell's Canadian Geography, compiled by Mr. Hodgins, and intended to supersede Morse's Geography, which had heretofore been permitted in the schools in the absence of one better adapted for their use. The use of Morse's Geography has been discontinued in 703 schools during the year, while Lovell's General Geography has been introduced into 818 schools—being now used in 1,864 schools.”

The following is also an extract from the Annual Report of the Chief Superintendent of Education for Upper Canada, for 1863-4, which has just been published :

“On the adoption of the decimal currency in Canada, it was felt that the National Arithmetics should be adapted to it. This task was undertaken by Mr. Sangster, A. M., M.D., Mathematical Master of the Normal School for Upper Canada; and he has compiled a large as well as small Arithmetic, upon the plan of the original National Arithmetic, but greatly improved, in the estimation of the most competent judges, and illustrated by examples taken from Canadian Statistics. These National Arithmetics compiled by Mr. Sangster, and published by the enterprise of Mr. Lovell, are already used in 2,561 schools—increase during the year, 655 schools, while the National Arithmetic for which Mr. Lovell's Sangster's Arithmetic is a substitute, was used in 1,580—decrease, 643.

“It had also been long felt that there should be a Canadian Geography as well as a Canadian Arithmetic, containing maps and information of the Canadian and British American Provinces, wanting in both English and American Geographies. Apart from the egotistical and anti-British spirit of the latter among all the Geographies heretofore available, Morse's was considered the least objectionable, and constructed upon the best plan. The use of it was therefore permitted in the schools, in the absence of one better adapted to them. The task of preparing a Geography upon the plan of Morse's, but greatly improved and adapted to Canadian schools, was at length undertaken by J. G. Hodgins, Esq., LL.B., Deputy Superintendent of Education for Upper Canada, who spared no labor or research to render this publication as perfect as possible. The publication of it was undertaken at the expense of and by the enterprise of Mr. Lovell, who expended some \$10,000 in getting up the maps, and other engravings with which it is profusely and nationally illustrated. It is already used in 2,084 schools—increase 220.

The adoption and approval of Lovell's Series of School Books is not alone confined to the Educational Departments of Canada, for it will be seen by the following copy of Minute that the Board of Education for New Brunswick has officially ordered the use of a portion of the Series for the schools of that Province :

LOVELL'S SERIES OF SCHOOL BOOKS.

EDUCATION OFFICE,

FREDERICTON, Sept. 12, 1864.

At a meeting of the Honorable the Board of Education held 30th November, 1863, the question as to the use or employment of Mr. Lovell's Geographical and Arithmetical books in the schools in New Brunswick being submitted, the order was made that the Geographical and Arithmetical Books and Atlas be authorized.

GEO. THOMPSON, *Clerk Assistant.*

The satisfaction given by the action of the Board will appear by reference to the article that appeared in the oldest established paper of the Province, and to which the Publisher with pride calls attention.

LOVELL'S SCHOOL BOOKS.—We are pleased to learn that the Board of Education, on the recommendation of the Superintendent, has authorized the use of Lovell's Geographies—both the elementary and advanced works—and also Sangster's National Arithmetic in the Schools of this Province. The educational works published by Mr. Lovell possess merit of a very high order, and have elicited the highest encomiums from the press, and from the teachers in this and neighboring provinces where they have been introduced. Mr. Bennett has displayed sound judgment in recommending the use of Mr. Lovell's Geography, and we hope to see his influence exerted in introducing the other books of this Colonial publisher.—*Courier, St. John, N.B.*

The Publisher takes great pleasure in calling attention to the following—which he has selected from the very numerous expressions of opinion as to the merits and suitability of his Series of School Books for British North American schools.

They will serve to show how his efforts to supply a series of text-books adapted to Colonial wants have been welcomed—and acknowledged as fully meeting the object aimed at.

The agent of John Lovell, of Montreal, exhibits a series of no less than thirty school books, all carefully composed and neatly printed, from the celebrated Montreal establishment, of which Mr. Lovell is the esteemed proprietor. In noticing this collection of educational books, we cannot conceal the satisfaction which we feel in the fact that every one of them, progressive as they are from the first rudiments of the language to the higher ranges of history, geography, chemistry, arithmetic, philosophy, and mathematical science, is thoroughly respectable in its execution, and equally "British" in its tendencies; and we are also pleased to find that the prices of the respective works are so moderately low that they are within the reach of every school in New Brunswick. It is full time that our people were supplied with these healthy issues, instead of the poisonous trash which has hitherto been imported for our schools from the United States, and from which the youth of our country have been constrained

LOVELL'S SERIES OF SCHOOL BOOKS.

to spell out the false, and in some instances treasonable expositions of their own national degradation. We therefore feel that the thanks of the people of these provinces are justly due to Mr. Lovell for the great pains and expense which he must have incurred in the progress of his valuable publications.—*New Brunswick Reporter, Fredericton.*

The following recommendation from the Superintendent of Education for Nova Scotia on Lovell's General Geography deserves especial mention :

“TRURO, August, 15, 1861.

“I have examined Lovell's General Geography with some care and much satisfaction. Along with a large amount of historical, statistical, and scientific information on General Geography, presented in the most attractive form by means of maps and wood-cut illustrations, it seems to me to give a proper relative position to the British colonies in North America,—a grievous defect in Morse's and other similar publications.

“Altogether, I have no hesitation in recommending it as the best textbook on Elementary Systematic Geography that has ever appeared on this continent, and I hope to see it in general use in all our schools.

“ALEX. FORRESTER,

“Superintendent of Education.”

From the Montreal Gazette.

Mr. Lovell's school books are well known in Canada, and we are happy to see that out of Canada they are also becoming known. The Jury of the International Exhibition held in London, in 1862, made the following report: “The Colony (Canada) produces many of its own school books, among which may be mentioned ‘Lovell's General Geography,’ a trustworthy and attractive manual, remarkable for its clear arrangement and for the fulness of its illustrative and statistical contents.” Here is a verdict which, from such a source, Mr. Lovell must find highly gratifying. We notice that the London *Educational Times*, a highly respectable authority, has reviewed a part of Mr. Lovell's series of school books very favorably; which, also, he must find gratifying. As we believe our London contemporary has not a general circulation in Canada, we will repeat the article at length. The judgment of its editor is valuable on such a subject:

LOVELL'S CANADIAN SCHOOL SERIES.

Lovell's General Geography—National Arithmetic—Key to ditto—Elementary Arithmetic in Decimal Currency—Natural Philosophy—Student's Note Book on Inorganic Chemistry—Classical English Spelling-Book—Grammar Made Easy—British American Reader.

These works form part of a series of school books, which have been specially prepared for the use of the public schools of Canada, and are now in course of publication by Mr. Lovell of Montreal. They are interesting, both on particular and on general grounds, not only as a specimen of the literature of Canada, but still more of the sort of teaching which is being established in that Colony. We have been much struck with the merit of

some of the volumes of the series, which, as a whole, will bear favorable comparison with any works of a similar class published in this country.

Of Mr. Hodgins' Geography we have already had occasion to speak with approval in this journal, on its first appearance two years ago. In the present edition (1862), the population returns have been brought down to 1860; and the work now forms a very complete and comprehensive text-book of geographical science, containing an amount and variety of information, bearing on the geography of the various countries of the globe, such as we must candidly avow we have not before seen compressed within the same compass in any other work. Mr. Sangster's Arithmetics appear to us to be models of arrangement and good teaching. The rules are in all cases illustrated by operations fully worked out, and explained step by step in such a way that the pupil can have no difficulty in mastering and comprehending the *rationale* of every process employed. The "Note-Book on Inorganic Chemistry" is intended as an *aide-mémoire* for students and teachers, and comprises the heads of a course of Lectures on Chemistry in a condensed form, so as to obviate the necessity of writing notes on the subject. The "Natural Philosophy" embraces the elements of Statics, Hydrostatics, Pneumatics, Dynamics, Hydrodynamics, the theory of Undulations, and the mechanical theory of Music. A very valuable feature is the introduction of a great variety of problems under each section, solved for the most part, arithmetically, by which means the general principles of mechanical science are not only more clearly comprehended by the student, but more permanently fixed in his mind.

Mr. Vasey's "English Grammar" is entitled to the praise of clearness and simplicity—a merit possessed in a still higher degree by the "Classical English Spelling Book," in which the anomalies and difficulties of English orthography are, by a judicious classification of the elementary sounds, reduced to a minimum. The "British American Reader" of Mr. Borthwick is a patriotic attempt to construct a Reading Book of exclusively home manufacture. The extracts are entirely either from the works of native authors, or authors who have written on America.—*Ed. Times.*

The Publisher has therefore been encouraged to increase his facilities for the continued prosecution of the undertaking, by so enlarging and improving his Printing and Blank Book Establishment, that he is at present in a position to supply promptly any demand which may hereafter arise; and also to add to the Series, from time to time, such new works as may be conducive to the extension of general knowledge, and calculated to give a National tone to the feelings and aspirations of the youth of the Provinces,—an element which the Publisher considers essential to all Books intended for the instruction of youth, and which has been judiciously introduced throughout the Series.

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Montreal, October, 1864.

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