

of harvesting. But capital is also successfully applied to farming, and beautiful large stock farms are now entering into rivalry with those of the United States and even of England. The following table shows the extent of holdings, and the subdivision of land :—

10 acres and under.....	40,281
10 " to 50 acres.....	78,877
50 " to 100 ".....	141,300
100 " to 200 ".....	82,176
Above 200.....	25,228

The greater number of occupiers and owners of holdings of ten acres and under are to be found in Quebec and the Acadian settlements of the maritime provinces, where a continual subdivision goes on among families under the influence of old custom and the operation of the French law of inheritance. In Quebec the old French seigniories established and perpetuated a large class of handed proprietors with their tenant farmers; and notwithstanding the abolition of the seigniorial tenures in 1854, their influence still survives, so that the number of holders of land above 200 acres is greater in Quebec than in any of the other provinces. The climate and other attractions of Upper Canada tend to secure to it the largest share of immigration; and the rapidly increasing quantity of cultivated land in the province of Ontario is at once an evidence and a guarantee of the substantial progress of the country. In 1842 the population of Upper Canada numbered 486,055, with 1,927,816 acres of land under cultivation. In 1852 the population had increased to 952,004, and the land under cultivation to 3,697,724 acres. According to the census of 1871 the total population of Ontario, as it is now called, numbered 1,620,851, with 16,161,676 acres of land in process of improvement.

Besides the grand staple of the cereal grains, the Canadian farmer derives large returns from his crops of hay, clover, and grass seeds, carrots, mangel wurzel, beans, hops, flax, hemp, and tobacco. In 1852 Upper Canada produced 764,476 lb of tobacco, the greater portion of which was grown along the western shores of Lake Erie, and on the peninsula between that and Lake St Clair, where the soil and climate specially favoured its growth. At the same date Lower Canada produced 488,652 lb; but in 1871 the returns for the province of Quebec alone amounted to 1,195,345 lb of tobacco. Hops are cultivated with still greater success; and flax and hemp are additional sources of profit to the farmer. The value of the hops, flax, and flax seed exported during the year 1874 amounted to \$161,908. The following tabular statement of the values of some of the chief agricultural products exported during the year 1874, apart from the amounts retained by Canada for home consumption, will suffice to illustrate the increasing value of this important branch of native industry :—

Wheat.....bushels	6,581,217	\$8,886,077
Barley, Rye, and Oats.....	4,746,820	4,532,669
Indian Corn.....	235,864	81,224
Flour.....barrels	540,317	3,194,672
Meal.....	53,162	230,820
Flax.....cwt.	782,054	113,256
Flax and other Seeds.....bushels	19,688	12,306
Peas and Beans.....	1,807,208	1,526,689
Hay.....tons	26,725	293,210
Hops.....lb	169,726	40,177
Bran.....cwt.	13,898	27,992
Tobacco.....lb	125,844	3,568
Fruit and Vegetables.....	.....	460,993
		\$19,403,653

The total value of the grain and other agricultural produce of Canada exported during the year 1874, apart from the produce for home consumption, was \$19,550,142, of which Great Britain received to the amount of \$9,867,047,

the United States \$8,680,997, and the remainder was distributed as shown here :—

Great Britain.....	\$9,867,047
United States.....	8,680,997
France.....	189,600
Belgium.....	92,000
Newfoundland.....	595,909
British West Indies.....	37,427
Spanish West Indies.....	29,343
French West Indies.....	4,490
Danish West Indies.....	7,240
Dutch West Indies.....	1,373
St Pierre.....	64,164
Madeira.....	1,812
British Guiana.....	15,617
St Domingo.....	3,123

Total.....\$19,550,142

But a false estimate of the actual agricultural resources of Canada is apt to be produced by testing them by its exports. Canada is a country of yeoman farmers tilling their own lands and living in abundance on the produce. The requirements for the table of the farm labourer are on a scale consistent with the resources of the country. The home consumption is accordingly great as compared with the number of the population; and it is therefore impossible to estimate, even approximately, the total annual value of all kinds of produce resulting from agricultural labour within the Dominion.

Minerals.—The mineral resources of Canada have as yet been very partially developed. Quebec and Ontario are devoid of coal, though both have access by convenient transport to rich coal-fields in adjoining provinces or states; but the maritime provinces, Manitoba, the north-west territories, and British Columbia are all rich in coal. Other valuable mineral resources are still turned only to the most partial account; but as the work of the Geological Survey proceeds, new fields are opening up for enterprise every year. The rich silver ores of Lake Superior have already yielded wonderfully valuable results to the miners; and the neighbouring districts are now being carefully surveyed. Extensive tracts of gold-bearing quartz are also reported, and Mr Bell, who took the charge of the Geological Survey on Lake Superior in 1872, states that within the basin of the Neepigon, which extends to about 170 miles in length by 80 in breadth, the upper copper-bearing series obtains the greatest development. Distinct belts of rock extend from thence along the line of the lake coasts by Thunder Bay to Font du Lac; and in one of those, styled the Lake Shebandowan band, the gold-bearing rock is found. Gold-bearing veins are also reported to occur at Cross Lake on the Red River route; and far beyond the province of Manitoba, a rich copper region has long been known on the Mackenzie River.

As railways are extended, and the great project of a Canadian line from the St Lawrence to the Pacific is gradually made an accomplished fact, the resources of the regions traversed by it will be fully disclosed and turned to account. The vicinity of the great coal-fields of Pennsylvania and Michigan to Lake Erie and Lake Huron, must always give them an advantage in any competition for the supply of Ontario with fuel. But the development of the railway system of the Dominion cannot fail to render its own mineral resources available to a much larger extent, not only for home consumption but for exportation. The Intercolonial Railway has opened up an extensive country to the coal miners of Nova Scotia; and the like results will follow both in the north-west and in British Columbia, when the great coal-fields of those regions are traversed by roads and railways, and their fertile prairies and rich alluvial valleys are settled by an industrious population. At present Canada both exports and imports coal, though

the imports as yet greatly exceed the exports. The total produce of the mines of Canada, including coal, exported during the fiscal year 1874 amounted in value to \$3,977,216. The following tabular statement shows the present resources of the Dominion, and its dependence on external sources for its supply of coal :—

Canadian Export and Import of Coal for 1874.

	Export in Tons.	Import in Tons.
Nova Scotia.....	360,184	67,349
New Brunswick.....	6,627	142,503
Prince Edward Island.....	219	696
Quebec.....	656	1,221,158
Ontario.....	...	2,372,250
Manitoba.....	...	665
British Columbia.....	50,671	696
Total.....	418,857	3,805,317

Trade of Canada.—The abstract of the value of the growth, produce, and manufactures of Canada, as shown by its exports, is classed in the official returns under six principal heads, viz., the mines, the fisheries, the forest, animals and their produce, agricultural products, and manufactures. The results show, by a comparison with the earlier statistics of the country, the rapid progress it has made in a single generation.

The trade of Canada at a period not very distant was confined chiefly to the exportation of furs, seal-oil, and timber, little exceeding £100,000 annually. Prior to the year 1759, when the country, with its population of 65,000 inhabitants, was transferred from the Government of France to that of England, the amount of its annual exports was £115,415. The principal trade was furs, in pursuit of which the great forests were traversed by bands of resolute adventurers. A few ships were occasionally built. Agriculture was neglected, if not actually despised.

Upon the acquisition of the country, however, by England, the cultivation of the soil attracted the attention of the settlers, and the germs of a trade sprung up which has now grown to be one of real magnitude and importance. In 1769 the exports in furs, oil, fish, &c., amounted to £355,000, and the imports in British manufactured goods and West India produce, reached £273,400. This trade employed seventy vessels; about twelve vessels were at the same period engaged in the fisheries of the St Lawrence, and about six were sent to the West Indies.

In 1799 and the three following years we find comparatively large exportation of grain taking place. In 1802, 1,010,000 bushels of wheat, 38,000 barrels of flour, and 32,000 cwts. of biscuit were sent abroad. The number of vessels at this period engaged in the trade of the colony was 211, the aggregate burden of which amounted to 36,000 tons. In 1809 the first steamboat appeared in the harbour of Quebec.

In 1809, 1810, and 1812, the trade of Canada, benefiting by increased duties levied upon Baltic timber imported into Britain, seems to have been comparatively active. In the first of these years 440 vessels, having an aggregate tonnage of 87,825 tons, arrived at Quebec. In 1810 as many as 635 vessels arrived in the St Lawrence, with an aggregate tonnage of 138,057 tons; and in the same year 26 vessels, having a tonnage of 5836 tons, were built in the province. In 1812, 532 vessels, with a tonnage of 116,687 tons, cleared at the port, 37 of which had been built at Quebec.

The war which commenced in 1812 between the United States and Britain severely checked the commerce of the St Lawrence, which was greatly dependent upon the Americans. And, notwithstanding that Britain slightly

relieved the import duties on wheat in favour of Canada in 1814, we find that the trade of the colony from 1810 to 1820 remained almost stationary. The aggregate tonnage which arrived at Quebec in 1820 (a more prosperous year, if shipping be taken as the criterion, than any of the preceding ten) amounted only to 9697 tons over that of 1810. In 1810, 26 vessels had been built in the colony, and only 7 were built in 1820.

According to the old system of colonial monopoly, the St Lawrence was rigidly closed against the entrance of foreign vessels, nor was any Canadian vessel allowed to enter a foreign port. The prosperity of the colony during this period of its infancy was believed not to have been materially checked by these restrictions, as the mother country at all times afforded an outlet for its surplus produce. After the United States had achieved their independence, their vessels were excluded from the ports of the British colonies; and Canada, as a reward for its loyalty, received the exclusive privilege of supplying the West India Islands with timber and provisions.

In this manner, as the trade of Canada had been confined and shackled for the supposed benefit of the mother country, so now she was rewarded with compensating privileges to the direct injury of the sister colonies of the West Indies. The United States ports were the natural resorts of the West Indies for timber and provisions, their distance from these being about one-half less than the ports of the St Lawrence. But the additional freight, which on such bulky articles constitutes a great proportion of the expense, was not only enhanced by this circuitous route, but the West Indies had to pay besides for transshipment upon what was supplied by the United States to Canada for the West India market. The West India planters were thus laid under contribution for the support of the Canadian shippers and farmers.

These regulations were, however, so far relaxed in favour of the West Indies in 1822, that the wheat and lumber of the United States were allowed to be imported directly on payment of certain duties; but at the same time duties were imposed upon agricultural produce entering the British American colonies as well as the West Indies.

The immediate result of this measure, so far as it affected Canada, was that one-half of the export trade of the St Lawrence was at once destroyed. The simultaneous abundance of the English harvest, together with the restrictions then in force upon the importation of grain into Britain, even from her own colonies, forbade any exports thither, and thus seriously aggravated the depression of Canadian commerce, and afforded another illustration of the ruinous policy of bolstering up one class by privileges and exemptions, and shackling another by restrictions and duties.

In 1825 Britain admitted Canadian flour and wheat into her ports at a fixed duty of 5s. sterling per quarter. Meanwhile a fresh trouble had already arisen to try the vexed fortunes of Canada. Previous to 1822, American exports had to a considerable extent sought the route of the St Lawrence, as if they had been of Canadian origin, contributing very materially, of course, to the benefit of the trade of the colony. But the opening of the Erie and Champlain canals in the United States, in 1825, drew off into a different channel those American exports which had formerly sought the Atlantic by way of Quebec, and the trade of the St Lawrence was thus seriously injured.

In 1826, however, the prospects again appeared to be brightening. The Americans were allowed, after four years of exclusion, to export timber and ashes for the British market into Canada free of duty. The duty upon Canadian flour for the West India market was also reduced.

The trade of the colony likewise profited by the disputes between Britain and the United States, which led to the

interdiction of the American export trade to the West Indies. This was reduced from £500,000 in 1826 to less than £500 in 1830. While the results were such to the United States, we find the trade of the St Lawrence in 1830 not only fairly recovered from the effects of the Imperial Acts of 1822, but far surpassing its position at any former period. The arrivals at Quebec in 1830 were 967 vessels, having a tonnage of 238,153 tons.

In 1831 the trade of the colony was still further favoured by the action of the Home Government. The forest and agricultural products of the United States were admitted into Canada free of duty, and could be exported by the St Lawrence, as Canadian produce, to all countries except the United Kingdom. A differential duty was also at the same time imposed upon foreign timber entering the West Indian and South American possessions, greatly to the benefit of the colony, which also profited by the scarcity of food existing in Britain at this time. The arrivals at Quebec during this favoured and prosperous year, were 1016 vessels, with a tonnage of 261,218 tons; and the exports of flour and wheat by the St Lawrence were about 400,000 barrels, chiefly to Britain.

Between 1831 and 1836 we find a complete reversal of the order of trade between the colony and the mother country. The crops in England during that period being unusually abundant, and a scarcity of bread-stuffs existing in the United States, wheat was, in 1833, shipped from Britain to Quebec. A supply also came from Archangel. These imports from Europe to the St Lawrence amounted in 1835 and 1836 to about 800,000 bushels. The relaxation by the mother country of her protective policy in 1842 was viewed with alarm by the colonists as fraught with disastrous consequences to their interests. Up to 1842 Baltic timber had paid an English import duty of 55s. per load, while Canadian timber entered England upon payment of 10s. per load. The duty on foreign timber was now reduced to 30s. and Canadian to 1s. per load. At the same time the free importation of United States flour into the colony was stopped, and the West Indies were allowed, on the payment of a duty of 2s. per barrel, to import their flour direct from the Americans.

These serious blows to the trade of the St Lawrence fell upon the colony at the period of a commercial crisis, and were therefore felt more severely. The number of vessels that entered the St Lawrence in 1842, from the sea, was 377 less than during the previous year.

In 1843, Canada was allowed to import American wheat under a comparatively nominal duty, and to export it through the St Lawrence as native produce to the British market. This measure, which may be viewed as having been the first indirect blow at the English corn-laws, amounted to a virtual premium of about 6s. sterling per quarter upon American exports to Britain through the St Lawrence. The British ports were thus at once in a great measure thrown open to all the great wheat-growing countries of North America. Canadian exports were rapidly swelled in consequence; and in 1846 half a million of barrels, and as many bushels of wheat and flour, were shipped by the St Lawrence. The timber trade of the colony, which was also seriously threatened in 1842 by the large reduction of the duty on Baltic timber imported into England, witnessed likewise in 1845 and 1846, not merely a revival, but a very material increase. The number of vessels that entered the St Lawrence rose to 1699 during each of these years, with an aggregate burden of over 620,000 tons,—this being a much larger amount of shipping than had ever in any previous year entered the St Lawrence.

The history of Canadian trade enters upon a new stage from 1846, when the commercial policy of England at

length relaxed the old restrictive navigation laws in reference to her colonial possessions. One of the most practical evidences of its beneficial influence on Canadian trade is shown in the increase of its traffic with the United States, at the very time that its trade relations with the mother country were being annually augmented in a corresponding ratio. From 1821 to 1832, the aggregate annual traffic between the United States and Canada averaged no more than \$3,257,153. From 1833 to 1845 the average increased, with the growing population, industry, and wealth of both countries, to \$6,313,780 per annum. But under the influence of the more liberal policy inaugurated by Great-Britain in 1846, the traffic rose between that year and 1853 so rapidly that its annual average amounted to \$14,230,763.

But the concessions made by the mother country in favour of the timber and corn trade of Canada were still only partial. The exportation of colonial produce from the St Lawrence could only be carried on in British vessels; and thus there grew up a class of vessels specially appropriated to this trade, which made only two voyages in the year to Quebec or Montreal; and these having a monopoly of the whole exports of the St Lawrence at privileged rates, the colony was virtually subjected to a heavy tax both on its exports and imports. Tea, coffee, sugar, and all the manufactured articles still required to be obtained from abroad were thus only obtainable through English ships; and hence the Canadian merchant was greatly restricted in the choice of the best and cheapest market. In return, however, the colonists had certain privileges accorded to them, foremost amongst which were those already referred to in connection with the import of wheat from the United States, and its export from the St Lawrence as native produce,—the Canadian merchants having an advantage thereby over their competitors in New York and other American ports.

The abolition of the British corn laws deprived Canada of the privileges thus accorded to her in the export of bread-stuffs, and seemed to threaten the trade of the St Lawrence with grievous discouragement at the very time when the transactions of the colony with the United States were in a great measure interdicted by a hostile tariff. The changed and more enlightened views, however, which entered into imperial legislation materially assisted the growing energies and intelligence of the colonists. The Imperial Government formally abandoned in 1847 all control over the customs of the colony, which immediately set itself to the task of regulating its own trade. One of the first measures of the colonial legislature was to abolish in a great degree the differential and prohibitory duties on colonial imports along the United States frontier; and the Americans upon the other side of the St Lawrence were by this measure placed, as regards matters of trade, upon an equal footing with England. The beneficial effects of this measure showed itself at once in increased commercial activity and prosperity over the whole of Canada.

On the 1st of January 1850, England completed her free trade measures by relieving the colonies from the injurious effects of the British navigation laws. The value of the more enlightened views which thus entered into both imperial and colonial legislation has since been most satisfactorily tested in the growing wealth and prosperity which have attended the progress of the colony. The same year is memorable for other events affecting Canadian progress. It was in 1850 that gold was first discovered in British Columbia, and coal at Nanaimo, on Vancouver Island; and so the steps were accelerated which led to the organization of the first province of the Dominion on the Pacific. The same year was marked by the organization of the opposition to ecclesiastical endowments as well as to

other exclusive rights and privileges, which resulted in 1854 in the final settlement of the vexed questions of the clergy reserves and seigniorial tenures in Upper and Lower Canada. The Grand Trunk Railway, which had been commenced in 1847, was now hastening to completion. Nova Scotia had already its first railway; the important local line connecting the Georgian Bay with Toronto, was developing the resources of Upper Canada; and in the same year, 1854, the Great Western Railway was commenced. By this line Toronto is not only placed in direct communication with Detroit, Chicago, and the whole Western United States; but by the extension of the line from Hamilton to the vicinity of the Niagara Falls, and the construction there of a suspension bridge, on a grand scale, for railway as well as ordinary traffic, the Great Western Railway of Canada has become an important link in the main lines of transit from Boston and New York to the Western States. Since then the building of railways and the development of railway traffic have been energetically prosecuted. The Intercolonial Railway has been completed, as a material bond of union between the older provinces of Canada and the maritime provinces, and a route through Canadian territory, at all seasons, to the seaboard. This has been followed by the more comprehensive scheme of a Canadian Pacific Railway, the surveys for which have been already made; and its first links are now in process of execution. The actual mileage of the railways within the Dominion completed, up to the close of 1874, extended to 4022 miles. The following tabular view of the railway traffic returns for the two previous years will suffice to illustrate their influence on the rapid growth of Canada in recent years:—

Railways.	Total 1873.	Total 1872.	Miles 1873.	Miles 1872.
Brockville and Ottawa (7 months).....	\$ 281,451	\$ 232,209	86	86
Canada Central (6 months).....	64,012	49,509	28	28
Carleton and Grenville (no return for 1873).....	...	...	12	12
Cobourg, Peterboro' and Marmora (6 months).....	61,755	41,633	22	22
European and North American (no return for 1873).....	...	256,189	108	108
Great Western.....	5,618,229	4,900,317	351	351
Grand Trunk.....	9,342,223	8,531,890	1,377	1,377
Intercolonial.....	821,424	941,464	269	269
London and Port Stanley (no return for 1873).....	...	59,808	24	24
Midland of Canada (7 months).....	179,943	126,737	69	69
Northern do (6 months).....	401,990	259,728	141	120
New Brunswick and Canada (3 months).....	61,180	118,909	183	124
St Lawrence and Ottawa.....	183,278	168,148	54	54
St Lawrence and Industry (7 months).....	12,763	6,628	12	12
Toronto and Nipissing (3 months).....	69,892	...	83	...
Toronto Grey, and Bruce (no return for 1873).....	...	...	...	...
Windsor and Annapolis (no return for 1873).....	...	...	...	...
Welland (3 mos.).....	101,648	50,829	25	25
Total.....	17,139,876	15,436,018	2,638	2,508

* 8 months. * 10 months. * 1 month. * 5 months. * 5 months.

During the same period telegraphic lines of communication have been no less energetically prosecuted. At the end of 1874 the Montreal Telegraph Company had 23,267 miles of wire, and 1288 different offices; and to both additions are being rapidly made. The Dominion Telegraph Company, more recently organized, with its head-office in Toronto, had at the same date 6000 miles of wire, connecting 300 different offices; and the British Columbia Telegraph, which was assumed by the Dominion Government, at the admission of British Columbia into the confederation, had already placed the head office at Victoria in communication with twenty-one offices, the remotest of which was then distant 557 miles.

No less important is the banking system of the Dominion. From the banking returns published in the *Canada Gazette* it appears that the banking capital has more than doubled

since 1870, and this by a steadily progressive increase. The tables are imperfect, owing to some of the banks having omitted to make the requisite returns; so that, while the following tabular statement illustrates the progressive rate of increase, it falls short of the full amount:—

Banking Capital of Canada.

1870.....	\$29,301,013
1871.....	36,415,390
1872.....	45,134,609
1873.....	55,102,959
1874.....	60,443,445

Besides the Post-Office Savings Banks, established on the same principle as those in Great Britain, there are local and other savings banks, building and other societies,—and the admission of every new province adds to the number of such societies,—in all of which large amounts are deposited at interest, without accessible returns. The building societies advance funds for the erection of churches, halls, and other public buildings, as well as for private dwelling-houses; and the majority of the residents in cities and towns are proprietors of the houses which they occupy. The following tabular statement affords an illustrative view of the accumulating fruits of industry within the Dominion.

Bank Deposits.

Post-Office Savings Banks.....	\$3,537,365
Government Savings Banks.....	3,862,676
Montreal City and District Banks.....	4,903,509
Caisse d'Economie de Notre Dame.....	2,732,055
Chartered Banks.....	78,790,367

Total.....\$93,275,972

Summary.—The evidence of the prosperity, and growing wealth of Canada may be completed in a tabular view of its exports and imports for two successive years, as derived from the latest official returns. The immediate result of confederation was a rapid progress in many ways. New railways were projected and brought into operation; new lines of steamships were established; fresh avenues of native and foreign trade were diligently sought out; and a succession of prosperous years was marked by a steady commercial expansion which attained its maximum in 1873. Since that date various causes, and especially the difficulties created by an unredeemable paper currency in the neighbouring United States, have tended to bring about a reaction; but it is a mere temporary ebb of the advancing tide, in which the commercial world at large has shared.

The following is a reproduction of a condensed comparative statement of the Commissioner of Customs, as given in the trade and navigation tables for 1874; to which are added from more recent unpublished returns, those of the year 1875, showing the influence of a period of reaction and great depression, alike on the exports and imports of the country.

Fiscal Year.	Total Exports.	Total Imports.	Entered for Consumption.	Duty.
1868.....	\$7,567,888	\$78,459,644	\$71,985,306	\$8,919,431-63
1869.....	69,474,781	70,415,155	67,402,170	8,238,908-71
1870.....	73,673,490	74,814,239	71,237,603	9,462,340-44
1871.....	74,173,618	66,092,971	66,947,482	11,843,655-75
1872.....	82,639,663	111,430,827	107,709,116	13,045,489-20
1873.....	89,789,222	128,011,281	127,514,554	13,017,730-37
1874.....	89,531,928	128,213,842	127,404,169	14,421,882-67
1875.....	78,048,870	123,068,693	119,822,871	13,251,163-80
Aggregate for Eight Years.....	605,620,160	805,505,602	779,823,311	94,261,207-67

The apparent annual increase shown in the above table is modified by the following elements, which must be taken into account. The first three years represent the business only of the first four provinces of the Dominion. Manitoba was received into the confederacy in 1871 and the