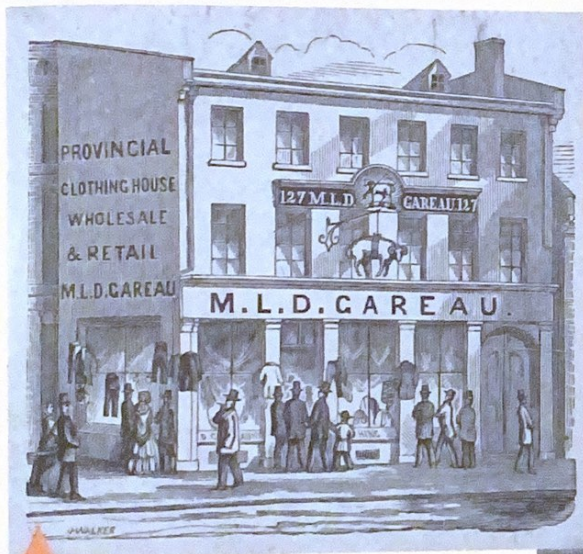


A Closer Look

The New Economy in British North America

Province of Canada

In Canada West, the economy was based on farming and lumbering. Some manufacturing was also starting up for goods such as furniture, carriages, and wool products. In Canada East, most people were farmers. But Montreal was an important centre for shipping and all the businesses that went along with it. Many of the wealthiest business owners in BNA lived in Montreal.



The illustration above shows Montreal in 1854. Stores were important to the economies of all cities and towns in British North America. In urban centres, people also found jobs in trades (such as metalworking or building) and professions (such as medicine and law).

Newfoundland

The economy of Newfoundland was based on catching cod to sell in Europe, as it had been since the 1600s. By the mid-1800s, there were many small fishing communities along the coast of Newfoundland, but about one-fifth of the entire population lived in the city of St. John's.

Fishers from Newfoundland had visited communities along the Labrador coast, but most of the population of the coast was Inuit. There were also fur-trading posts along the coast. Inuit and Innu trappers brought furs to the posts to trade for European goods.



Above is a photograph of a fishing community in St. George's, Newfoundland, in 1859. What would have been some of the differences between living in St. George's and living in Montreal?

New Brunswick

From 1840 to 1870, the Maritimes was a world centre for shipbuilding, and New Brunswick was the centre of the centre! On average, 100 ships a year were being built there. Much of the colony was still forested with the tall, straight trees that were so good for building ships. Most people lived in small farming and logging communities along the Saint John River or in the city of Saint John. Saint John was also a busy centre of trade with the United States and Great Britain.

In 1859, Thomas Robertson made a painting of the famous New Brunswick ship the *Marco Polo*. In 1852, the *Marco Polo* became the fastest ship in the world after it made the trip from England to Australia in just 76 days. The usual length of the trip at that time was 100 to 120 days.

Shipbuilding was an industry that provided work for many different kinds of trades. Logging, sawmilling, sailmaking, carpentry, ironwork, and rope manufacturing were just some of the many jobs based on this industry.



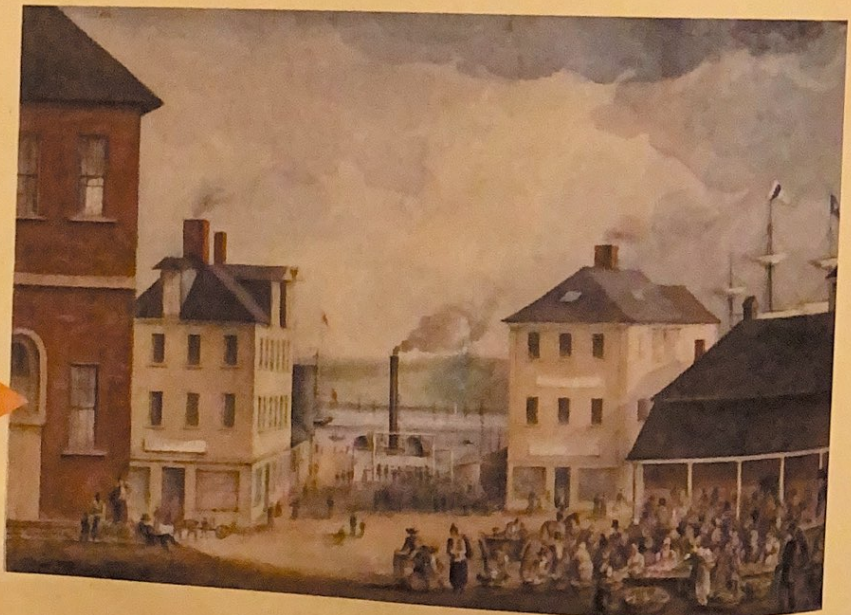
Nova Scotia

Most of Nova Scotia's wealth came from the sea. People mostly lived along the coast and worked as fishers, sailors, and shipbuilders. Halifax was an important port of the British navy and was also a centre of trade. Goods were shipped to

and from the United States, Britain, and the West Indies.

There were, however, some small farming communities in the Annapolis Valley and in the northern part of the colony. Some manufacturing was also starting up for a variety of wood, leather, and metal goods.

This watercolour (painted by William Eagar c. 1835) shows the market and ferry wharf in Halifax. What are some of the details of city life that this painting shows you?



Prince Edward Island

By the mid-1800s, shipbuilding was also the strongest part of Prince Edward Island's economy. However, farming was very important too. Almost all of the island has good soil for growing crops. Most of the farmland on the island was owned by people living in England. Farmers did all the work and paid rent to the *absentee* (not living there) landowners. Many people on the island lived within a day's journey of the main city of Charlottetown.



This illustration is from an atlas published in 1880. It shows a farm near Long River in Prince Edward Island. Farms in the 1850s would have looked very much the same. What are some observations about farm life that you can make from this illustration?

North-Western Territory, Rupert's Land, Vancouver's Island, and New Caledonia

The Hudson's Bay Company had fur-trading posts at key locations throughout these regions. These posts were always along rivers so that the furs and trade goods could be transported by canoe. A few European and Métis traders lived at the trading posts. First Nations and Inuit brought their furs there to trade them for European goods.

Activities

Think It Through

In Chapter 4, you studied job prospects in Canada today. Use the facts in this section to write a short description of the job prospects in British North America. Be creative!