

gentlemen opposite to it—because it will make us the third maritime state of the world. (Hear, hear.) When this union is accomplished, but two countries in the world will be superior in maritime influence to British America—and those are Great Britain and the United States. (Hear, hear.) In 1863, no fewer than 628 vessels were built in British America, of which the aggregate tonnage was not less than 230,312 tons. (Hear, hear.) There were built—

	Vessels.	Tons.
In Canada .....	158 with	67,209
" Nova Scotia.....	207 "	46,862
" New Brunswick.....	137 "	85,250
" Prince Edward Island	100 "	24,991
" Newfoundland.....	26 "	6,000
Total.....	628.....	230,312

Now, sir, in 1861—the year preceding the outbreak of the civil war—all the vessels built in the United States, with their vast seaboard and thirty millions of people, were in the aggregate but 233,193 tons—only three thousand tons in excess of the British American Provinces. (Hear, hear.) And I hesitate not to affirm that if the people of British America unite cordially together in utilizing the singular facilities we unitedly possess for the extension of the shipping and ship-building interests, many years will not elapse before we greatly surpass our neighbors in this lucrative branch of industry. (Cheers.)

HON. MR. HOLTON—How much of the shipping built in that year do we own now?

HON. MR. BROWN—How much of what the Americans built in 1861 do they own now? Why is my honorable friend so anxious to decry the industry of his country? If we have not the ships it is because we sold them, and the money is in our pockets, and we are ready to build more. In 1863 we sold ships built by our mechanics to the large amount of \$9,000,000 in gold. (Cheers.) But if my honorable friend from Chateaugay will permit me, I am going on to indoctrinate him upon the point of the ownership of vessels—

HON. MR. HOLTON—Don't!

HON. MR. BROWN—Ah! my honorable friend does not require to be instructed; well, will he tell us how many tons of shipping are now owned by British America?

HON. MR. HOLTON—I am aware that most of the vessels my honorable friend speaks of, and the building of which he cites as a proof that we will be a great maritime power, were sold abroad. Building ships is a good thing, and selling them is a better, but that

does not prove us to be a great maritime power.

HON. MR. BROWN—My honorable friend cannot eat his cake and have it too. If we got \$9,000,000 for a portion of the ships we built in 1863, it is clear we cannot own them also. It did not require a man of great wisdom to find out that. (Laughter.) But I was going on to show the amount of shipping that was owned in these provinces. I hold in my hand a statement of the vessels owned and registered in British America, made up to the latest dates, and I find that the provinces unitedly own not fewer than 8,530 vessels, with an aggregate tonnage of not less than 932,246 tons.

HON. MR. HOLTON—Sea-going?

HON. MR. BROWN—Sea-going and inland.

HON. MR. HOLTON—(ironically)—Hear, hear!

HON. MR. BROWN—Why is my honorable friend from Chateaugay so anxious to depreciate? Is it then so deplorable a thing to own inland vessels? None knows better than my honorable friend when to buy and when to sell—and yet, I greatly mistake if there was not a time when my honorable friend thought it not so bad a thing to be the owner of ships and steamers on our inland seas. (Hear, hear, and laughter.) Am I wrong in believing that my honorable friend laid the foundation of his well-merited fortune in the carrying trade of the lakes?—and is it for him, from momentary partisanship, to depreciate such an important branch of national industry? What matters where the ship floats, if she is a good and a sound ship?—and the inland tonnage includes so many steamers, that in value it will compare favorably with that of the sea-going. On the 31st December,—

	Vessels.	Tons.
1864, Canada owned.....	2,311 ..	287,187
1863, Nova Scotia.....	3,539 ..	309,554
1863, New Brunswick.....	891 ..	211,680
1863, Prince Edward Island..	360 ..	34,222
1863, Newfoundland.....	1,429 ..	89,603
Total.....	8,530	932,246

Now, sir, it is quite true that the United States have a much larger commercial navy than this, and Great Britain a vastly larger one—but it is equally true that the country next to them in importance is France, and that notwithstanding her thirty-five millions of people, large foreign trade, and extensive sea-coast, she owns but 60,000 tons of ship-