

ping more than British America. (Hear, hear.) In 1860, the aggregate commercial navy of France was but 996,124 tons. I say then, that even as ship-owners, the British American Confederacy will occupy from the first, a proud place among the Maritime States of the world—and that when all her ships hoist a distinctive flag alongside the Cross of Red, there will be few seas in which it will not be unfurled. And let me here mention a fact which came under my notice while recently in the Lower Provinces—a fact of great importance, and from which, I think, we, who are more inland, may well profit. I learned that, as in the British Isles, a system of joint-stock ship-building has been spreading over many parts of the Maritime Provinces. Ships are built and owned in small shares—say in sixteenth, thirty-second, or sixty-fourth parts, and all classes of the people are taking small ventures in the trade. Most of the ships so built are sold, but a portion, and an increasing portion, every year, are sailed, and sailed with profit, by the original joint-stock builders. (Hear, hear.) I was delighted to be told that some of those clipper vessels which we often hear of as making wonderful trips from China and India and Australia to British ports, are vessels built and owned in New Brunswick, under this joint-stock system. (Hear, hear.) So much for the building and ownership of ships. Now let me show you what will be the strength of the united provinces in seafaring men. By the census of 1861, it appears that the numbers of sailors and fishermen were then—

In Canada	5,958
In Nova Scotia	19,637
In New Brunswick	2,765
In Prince Edward Island	2,318
In Newfoundland	38,578
Total	69,256

Whether regarded merely as a lucrative branch of industry, or as affecting our maritime position before the world, or as a bulwark of defence in time of need, this one fact that British America will have a combined force of seventy thousand seamen, appears to me an immense argument in favor of the union. (Hear, hear.) And let us look at the products of the labor of a portion of these men—the fishermen. From the latest returns I have been able to meet with, I find the joint products of our sea-coasts and inland lakes were, in the years named, estimated at the following values:—

Upper Canada, 1859	\$ 380,000
Lower Canada, 1862	703,895
Nova Scotia, 1861	2,072,081
New Brunswick, 1861	518,530
Newfoundland, 1861	6,347,730

Total

\$10,022,236

(Hear, hear.) I was unable to find any estimate as regards Prince Edward Island, but fancy the amount there must be about \$200,000. But, be this as it may, so valuable a fishing trade as this of the united provinces does not exist in any part of the world. And no doubt these estimates are far under the fact, as a large portion of the delicious food drawn by our people from the sea and inland waters could not possibly be included in the returns of the fishery inspectors. (Hear, hear.) And let us observe, for a moment, the important part played by this fishing industry in the foreign commerce of the provinces. The exports of products of the sea in the year 1863 were as follows:—

From Canada	\$ 789,913
“ Nova Scotia	2,390,661
“ New Brunswick (1862)	303,477
“ Newfoundland	4,090,970
“ Prince Edward Island	121,000
Total exports	\$7,696,021

Add to this, nine millions of dollars received in the same year for new ships, and we have \$16,696,021 as one year's foreign exports of our ship-building and fishing interests. (Hear, hear.) With such facts before us as the result of only a partially-developed traffic, may we not fearlessly look forward to the future in the confident hope of still more gratifying results, when, by combined and energetic action, a new impetus has been given to these valuable branches of industry? But there remains a still more singular comparison to be made. The Minister of Finance referred to it last night—but he scarcely did justice to our position, because he excluded altogether the inland shipping. I refer to the statement of ships annually entering and leaving our ports. Of course every one comprehends that a large amount of the tonnage entering and leaving ports on the upper lakes is repeated in the returns over and over again. This is the case, for instance, with the ferry boats between the American and Canadian shores, that carry passengers and a small quantity of goods. It would be unfair to put down the tonnage of such boats every time they enter or leave a port, as foreign commerce. Still there is a