

of the trade of New Brunswick and Nova Scotia, being a little more than half per head of the former, and not more than two-thirds of that of Nova Scotia. All the statistics to which I have had access show that the commercial and financial position of our sister colonies is such as to enable them creditably to seek an alliance with any country on earth; and it cannot be said that, in seeking or consenting to an alliance with Canada, they have any local, or sectional, or selfish object in view. (Hear, hear.) Passing from trade, I will turn to another subject—the ship building and tonnage of those colonies—and will take the returns of 1863. In that year, the number of ships built in all those colonies was no less than 645, with a tonnage amounting to 219,763 tons. This statement of the enormous amount of tonnage built in one year is as good evidence as can be offered of the facilities we possess for becoming an important maritime power. The industry represented by those figures shows an export value of nearly nine million dollars! The sea-going tonnage of Canada, including that of the inland lakes, amounts to about nine million tons, a great portion of which, however, represents the tonnage of vessels performing coasting service, many of which frequently clear and arrive in the course of one day. It is gratifying to know that the trade between Canada and the States on the other side of the lakes is of a nature to give employment to a large portion of this lake tonnage—amounting to 6,907,000 tons—but it cannot be classed in the same category as the tonnage arriving at Quebec and Montreal, which in most cases can make only two or three trips per annum. The sea-going tonnage of Canada amounted to 2,133,000 tons; of New Brunswick, 1,386,000; of Nova Scotia, 1,432,000 tons. Consequently the amount of sea-going tonnage, subject only to a small deduction, was actually about five million tons, of which about 2,133,000 was that of vessels trading between the St. Lawrence and foreign ports. In making this statement it is due to the House that it should be made aware that some portion of this trade will not be represented after the contemplated union has taken place. At present, the internal commerce between these colonies appears in the returns of each as imports and exports, but I should be glad if I were able to make on this account a large deduction from the figures I have given. It is matter for regret on the part of all of us that the trade between these colonies—subject all to the same Sovereign, con-

nected with the same empire—has been so small. Intercolonial trade has been, indeed, of the most insignificant character; we have looked far more to our commercial relations with the neighbouring—though a foreign country,—than to the interchange of our own products, which would have retained the benefits of our trade within ourselves; hostile tariffs have interfered with the free interchange of the products of the labor of all the colonies, and one of the greatest and most immediate benefits to be derived from their union, will spring from the breaking down of these barriers and the opening up of the markets of all the provinces to the different industries of each. (Hear, hear.) In this manner we may hope to supply Newfoundland and the great fishing districts of the Gulf, with the agricultural productions of Western Canada; we may hope to obtain from Nova Scotia our supply of coal; and the manufacturing industry of Lower Canada may hope to find more extensive outlets in supplying many of those articles which are now purchased in foreign markets. For instance Newfoundland produces scarcely anything by agriculture, manufactures hardly an article of clothing, and a considerable trade may thus be expected to arise; while, instead of having payments made, as they are now, through Lombard street, they will be made through our own bankers in Montreal and elsewhere. If we require to find an example of the benefits of free commercial intercourse, we need not look beyond the effects that have followed from the working of the Reciprocity Treaty with the United States. In one short year from the time when that treaty came into operation, our trade in the natural productions of the two countries swelled from less than \$2,000,000 to upwards of \$20,000,000 per annum, and now, when we are threatened with an interruption of that trade—when we have reason to fear that the action of the United States will prove hostile to the continuance of free commercial relations with this country—when we know that the consideration of this question is not grounded on just views of the material advantages resulting to each country—but that the irritation connected with political events exercises a predominant influence over the minds of American statesmen, it is the duty of the House to provide, if possible, other outlets for our productions. If we have reason to fear that one door is about to be closed to our trade, it is the duty of the House to endeavor to open another; to provide against a coming evil of the kind feared by timely expansion in