

lieved, the third largest country in the world, as regards the tonnage of our commercial marine, though possibly France might be about on an equality with us. England, he said, was the first, the United States the second, and either France or the contemplated Confederation would be the third; and this is true. I will read the statement of that honorable gentleman:—

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 the 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. I cannot class that in the same category as the tonnage arriving at Quebec and Montreal which, in most cases, can only make two or three trips per annum. The sea-going tonnage of Canada amounts to 2,133,000 tons; of New Brunswick, 1,386,000 tons; of Nova Scotia, 1,432,000 tons. Consequently the amount of sea-going tonnage, subject only to a small deduction, is actually about five million tons.

The way the honorable Minister of Finance made up his statement was exactly similar to that in which the same kind of statistical statements were made up in England, the United States, and other great maritime countries, the object being to show the actual amount of tonnage employed during each year in the carrying trade. It does not matter whether a vessel is engaged in long or short voyages; if it be employed merely as a ferry, the fact of its being so employed in carrying goods inwards or outwards is a proof that its tonnage capacity is required by the trade of the countries to and from which it plies. (Hear.) But the honorable member made it appear untruly that the statement of the honorable the Minister of Finance with respect to the tonnage employed on the Canadian lakes was put forth for the purpose of misleading the public and inducing them erroneously to believe that the Confederation will have a prominent place among the great maritime nations by reason of the tonnage employed in its trade. Mr. GALT's statement was that the sea-going tonnage of the proposed Confederation would be the third largest employed in the trade of the world, and the statistics regarding the tonnage of the inland waters of Canada were superadded to those of the sea-going tonnage of the Union. The two statements were made perfectly distinct, in every

table and every speech emanating from the Minister of Finance or his department. It is thus the honorable member has availed himself of his position for the purpose of trying to throw dirt upon our leading statesmen—of endeavoring to asperse the characters of our most distinguished public men, and I repeat, for I cannot too strongly urge it upon the House, that we ought to discountenance such attempts, for we should consider the character of our public men as public property, not to be lightly attacked and damaged. If we are to enter into this scheme, we should at least do so unassailed by our own people, and with as good a public reputation as we deserve. (Hear, hear.) The honorable member next proceeded to read extracts from old *Globes* and other newspapers, in which, with the characteristic features and bitter feelings of the times in which they were written, certain things were stated not specially commendatory of some of the Canadian ministers now concerned in the preparation of the Confederation scheme. I am not here to defend these gentlemen—the Hon. Messrs. BROWN and McDUGALL, his own party leaders, whom he attacked—nor do I intend to make remarks upon past events, but this I will say, that the parties alluded to have entered upon their present work with the sincere intention, I believe, of putting an end to the grave difficulties which have so long distracted the country. This they have done with the full concurrence and approbation of their political friends, whose advice they sought before entering the Administration; and I think that, under the circumstances, instead of being reproached and held up to public censure, they ought to be treated with confidence and generosity. I have hitherto always listened to the honorable member with pleasure, even when I could not agree with him, and even in certain parts of the speech to which I am now referring, the honorable member exhibited considerable ability; but I do think, considering it as a whole, that a more illogical, self-contradictory, and generally objectionable address has seldom been made in the Canadian Legislature. Upon reviewing the general effect of this remarkable effort, I can only compare it with the performances of the Parrott guns discharged against Fort Fisher, six of which, we have been told, slightly wounded two of the enemy, but killed and disabled about fifty of the men who served them. I take it that Hon. Messrs. TILLEY and LYNCH have got off with very slight wounds indeed, and that