

\$7,840,765. The paid-up capital of the chartered banks was \$5,794,760 in 1878; in 1884 it was \$6,380,246, or an increase of \$585,486. The gross deposits in chartered banks in 1878 was \$5,816,212, while in 1884 they were \$9,753,446, or an increase of \$3,937,234. I ask, is that any proof that the condition of those Provinces is less favorable under the influence of the National Policy, that they are less wealthy and less prosperous to-day than they were in 1878? I will take one industry alone which, in the elections of 1882, we were told would have to bear the heaviest burthen under the National Policy, and that is the fishing industry. That is an industry with which I am well acquainted; an industry in which the people of my county are more directly concerned than in any other; an industry which gives employment in the county I have the honor to represent, as well as in other counties of New Brunswick and Nova Scotia, to a very considerable portion of the population. Now, Sir, in 1878, the amount of capital invested in fishing material—exclusive of the capital invested in fishing craft, boats and schooners, which is a very large amount—the capital invested in those two Provinces at that time was a little over \$200,000. In 1883, which is the latest date up to which I can find any reliable statistics, the capital invested was \$1,200,000, or an increased investment in that industry of over one million dollars. The value of the fish caught in 1878 in New Brunswick and Nova Scotia was something over \$7,600,000; and in 1883 it had increased to very nearly \$11,000,000. Taking the amount invested in fishing material in the year 1878 and the value of fish caught in that year, we find they represent the sum of \$7,872,741; while in 1883 they reached \$12,043,183. Speaking specifically, the increase in the value of materials in 1883 over 1878, was \$956,490; and the increase in the value of fish caught was \$3,213,952, making a gross increase of \$4,170,442 in that industry alone. That, Sir, is exclusive of a very large increase in the amount of capital which we know as a matter of fact had been invested in the building and fitting out of schooners and boats with which to prosecute that industry. Now, Sir, after referring to those special industries in which New Brunswick and Nova Scotia are more largely interested than any other Province of the Dominion, I may be permitted to make reference to the cause of the depression—to make the same reference that has been made by gentlemen on both sides of this House. The depression in trade in New Brunswick and Nova Scotia, if any depression in trade exists, is only in one or two particular industries, but mainly in the shipbuilding business. To a certain extent there is a depression in the lumber trade, but that depression is not in the direction of any decreased output, or of any decreased export, but it is in the direction of lower prices for our products. But while that industry may be affected in this respect, and while our lumber may be bringing a less price to-day than it did in former years, every person engaged in that industry, every person outside, I may say, of the shipper, the farmer who sells his produce to the lumberman and the man who works in the woods, in fact everybody connected with that trade, from the farmer to the manufacturer of the lumber—every person, I think I can safely say, with the exception of the shippers, has derived large gains from that industry during the last four years. The shipbuilding industry is, no doubt, very depressed, and I see no reason to hope that so far as wooden ships are concerned that trade will be revived. The days of wooden ships are gone by, and we are brought face to face with the fact that in the future the carrying trade of the world will be done by steamers, or if not altogether by steamers then by iron vessels. To show to what extent steam vessels are superseding sailing vessels I will quote to you some figures which I have prepared as showing the amount of tonnage arriving from sea in the Provinces of New Brunswick and Nova Scotia, in the years 1878 and 1884 respectively, and it will show

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the large increase of steam tonnage over sailing tonnage. In 1878 the number of steamers that arrived in the ports of New Brunswick and Nova Scotia was 1,040, with a gross tonnage of 635,457. In 1884 the number of steamers was 1,528, with a gross tonnage of 1,081,163, showing an increase in number of 448, and of tonnage 440,706. The number of sailing vessels that arrived in New Brunswick and Nova Scotia ports in that year was 5,637, with a gross tonnage of 1,132,899. In 1884 the number of sailing vessels had increased very considerably; but, as you will notice, the tonnage had increased but very little. As against 5,637 sailing vessels in 1878 there were 7,324 in 1884; but as against 1,132,899 tons in 1878, there were only 1,213,456 tons in 1884, showing a very slight increase in tonnage but a decided increase in the number of vessels. At this point let me give to the House my idea as to the cause of the increase in the number of vessels without any corresponding increase in the tonnage. The explanation to my mind lies in this fact, that the increased number of vessels which arrived was largely made up of fishing and coasting vessels, vessels of very small tonnage; because, if you take the number of vessels in connection with the extra tonnage, you will find that the vessels only averaged about 50 tons each. So we have, comparing 1878 with 1884, an increase in steam tonnage of 440,706 tons, and an increase in the tonnage of sailing vessels to the extent of 100,557 tons. This will go to show, as I have stated, that steam tonnage is rapidly superseding sailing vessels, and that the decline in shipbuilding in the Maritime Provinces is not due to any cause we can control or due in any respect to the effects of the National Policy. I hope to live to see the day when we, being determined to keep pace with the age and retain for ourselves the large carrying trade we have enjoyed for so many years, and which we still continue to enjoy to a very great extent, though to an extent rather more limited than heretofore, will be building not only iron sailing ships but iron steamers and in that way showing our determination to maintain our place as the fourth or fifth maritime power in the world. I may be pardoned if I refer in this connection to the increase in the fisheries that has taken place in the county which I have the honor to represent; for disguise it as we may, while we are disposed to take a statesman-like view of questions and view them from a national standpoint, we are disposed to look at what more immediately concerns us and at the state of affairs which exists in the locality in which we have special interest. I find that in the County of Gloucester the value of the fish caught in 1878, added to the value of the fishing material was \$544,000. In 1883, only five years afterwards, it had reached \$700,000, or an increase of over 25 per cent. in that brief period. If the fisherman is so oppressed as hon. gentlemen opposite would lead us to suppose, and would lead the fishermen to suppose, I ask, why have they gone on year after year adding to their production and their wealth? An hon. gentleman opposite asked, what have the Government done for the fishermen; what have they done for the lobster men? My answer to that hon. gentleman is this: The Government of the day, owing to the large increase in the revenue of the Dominion, were enabled to devote \$150,000 a year as a bounty in order to stimulate and develop our fishing industry. That is what the Government of the day have done for the fishermen and lobstermen of the Maritime Provinces. The Government have, moreover, given to those engaged in the lobster industry free tin. They have also given free salt, free lines, and free twine.

Mr. VAIL. They already had it.

Mr. BURNS. Admit that the fishermen always had free salt. But if we were to believe what hon. gentlemen opposite asserted time after time, if we were to believe what hon. gentlemen opposite stated during the campaign of 1882, the