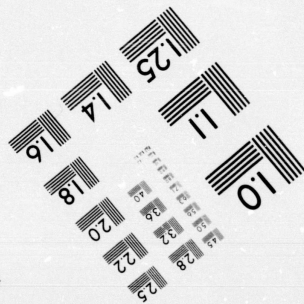
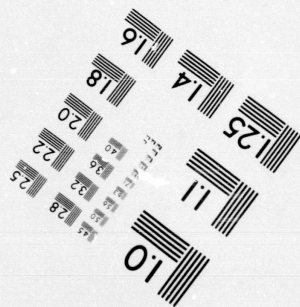
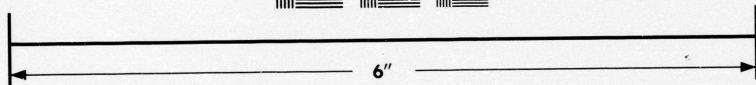
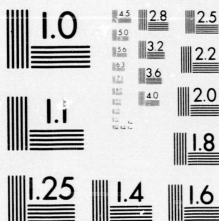


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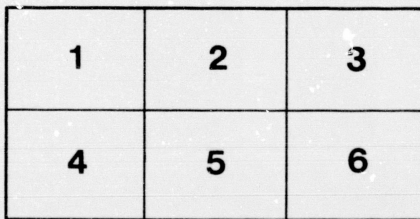
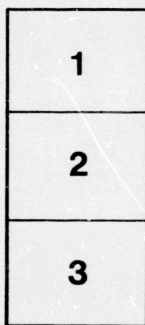
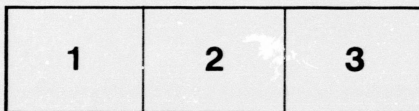
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MR. J. G. BOURINOT

ON

CANADA'S MARINE AND FISHERIES.

AT the usual monthly meeting of the Royal Colonial Institute, held at the rooms of the Society of Arts on February 4—the President, His Grace the Duke of Manchester, in the chair—

Mr. J. G. Bourinot, of the Senate, Canada, read a paper on “Canada's Marine and Fisheries” :—

He said : No country in the world possesses more admirable facilities for the prosecution of all branches of maritime enterprise than the dominion of Canada. Looking to the eastward, we see the provinces of New Brunswick and Nova Scotia, with an extensive line of sea-coast, indented, especially in the case of the latter, with bays and harbours offering every possible inducement to commerce. Still further to the east lies the island of Newfoundland, the Prima or Buena Vista of the early navigators in the very midst of the finest fishery of the Continent, and destined ere long to form a part of the Confederation, and become the head-quarters of an immense trade. As one great island forms the eastern barrier, so another, smaller in extent, but equally important in a maritime point of view, defends the approaches to the Pacific coast of the dominion. While the eastern and western extremities of Canada are washed by two oceans—the one the road to Asia, the other to Europe—nature has given her a system of internal communications unrivalled even by the Republic on her borders. The St. Lawrence runs through a large portion of her most valuable, and at present most populous, territory, and carries to the ocean the tribute of the great lakes and the noble rivers that water the provinces of Quebec and Ontario. Both Nova Scotia and New Brunswick possess numerous rivers, some of them of very considerable length and magnitude, and connecting the most inland counties with the sea-board. By energetically availing themselves of these natural advantages, the people of British North America have been able in the course of a very few years to attain a commercial position which is most creditable to their industry and enterprise.

The people who own this immense stretch of country extending from

The population of Ontario or Upper Canada, in a very few years from the date of the Union, considerably exceeded that of the French Canadian province, which had been given so long a start in the race of civilisation. The provinces by the sea, then politically isolated from the country on the St. Lawrence and lakes, also made steady advances during this era of peace, especially in maritime enterprise. But, in tracing the commercial progress of Canada, we cannot fail to remark that it really dates from the extension of her political privileges and the removal of those restrictions which England imposed on colonial trade and navigation during those times when sound principles of political economy were hardly understood, and commercial fallacies lay to a great extent at the basis of all her commercial legislation. The result of the statesmanlike policy that the mother country within twenty or thirty years has adopted towards Canada in common with other colonies, has not only tended to stimulate the energy and enterprise of the Canadian people, but has actually benefitted the manufacturing and mercantile community of Great Britain, inasmuch as the provinces are now consumers of British merchandise to a far greater extent than would have been possible under the old system of monopolies and navigation laws. Fifty years ago the whole population of British North America was not equal to a million of souls, whilst at the present time it is in excess of four millions. The total trade at that time did not exceed the value of \$12,000,000, whereas it may be now estimated at fully \$170,000,000. This is the natural result of the peace and the political and commercial freedom which we have now so long enjoyed under the protecting guidance of the parent state.

In her extensive range of sea and lake navigation, in her inexhaustible fisheries, in her wide sweep of forests, and above all, in the energy and endurance of her people, we see the elements which have enabled Canada to reach a foremost position among maritime nations—equal, in fact, to the country which gave birth to Cartier and Champlain, and far a head of the Spaniards and Dutch, so supreme on the ocean in the days when the name of Canada was never heard of. So great is the change that has taken place since the century when many a stately Spanish galleon crossed the ocean from the Spanish main, and Tromp swept the seas with a broom hoisted at his masthead. The Fisheries have naturally laid the foundations of the maritime industry of the provinces. From the earliest times of which we have any record, fishermen from the Basque and Norman coast have flung their lines on the banks of Newfoundland, and carried home full fares long before a single English vessel ventured into the same seas to prosecute this lucrative branch of industry. But the French settlements on the Lower St. Lawrence, and on the shores of the gulf and the peninsula of Acadie, had but limited opportunities of following the fisheries in the warlike times which preceded the conquest of Canada. Louisbourg was then the rendezvous of the French vessels which yearly resorted to these fisheries; and it is recorded that in the year preceding the capture of that strongly-fortified town by the English fleet under Warren, and the fishermen of New England under the command of Pepperrell, France had some 600 sail, manned by 20,000 sailors employed in our

waters. For many years after the conquest, the branch of industry was not prosecuted to any great extent in these waters, but during the past forty years it has revived. Of all the possessions France once owned in America, she now only retains the insignificant islets of St. Pierre and Mequilon, to the south of Newfoundland, and enjoys certain rights of fishing, drying, and curing on a large portion of the coast of that island. Though the number of vessels vary according as there is peace or war in Europe, yet she has not failed to send out a fleet from year to year to St. Pierre, where a little colony of officials, merchants, and fishermen has been established. The official statistics for 1865 show that 530 vessels were in that year employed in the cod-fisheries, with a combined capacity of 65,929 tons, and manned by nearly 11,000 men, and, so far as I can learn from sources of information within my reach, the amount of tonnage at the present time must be upwards of 60,000, and the value of the catch may be put down at between \$3,000,000 and \$4,000,000. Slight as is the hold France now retains on the Northern half of this continent, she values it highly, and clings to it with tenacity because it gives her a *point d'appui*, or base, for the prosecution of the fisheries, which she has for so many centuries followed with such valuable results to her material commercial wealth, and her naval strength. She may colonise St. Pierre and Mequilon, but she cannot build fortifications or keep a large armed force on these insignificant islands. Under the same treaty with England it was allowed the subjects of France "to catch fish, and to dry them on the land, in that part only, and in no other besides, of the said island of Newfoundland, which stretches from the place called Bona Vista to the northern part of the said island, and from thence running down by the western side, reaches as far as the place called Point Riche." By a subsequent treaty, it was agreed that the French rights should extend from Cape St. John to Cape Ray. The French have more than once asserted an exclusive right to the fisheries on that coast, but it is now understood that they only enjoy "a concurrent right" with British subjects. These rights have long caused considerable irritation to the people of Newfoundland, and no doubt in the course of time, when the island forms a part of the Confederation and the French coast is required for purposes of trade and settlement, some understanding will be arrived at with the French Government on the subject of their claims. The people who have most coveted the British American fisheries are the inhabitants of the Atlantic States, who have long fished in our waters and drawn from them a considerable portion of their wealth. The importance and value of our fisheries can be immediately seen from the disputes and difficulties that have for more than half a century arisen between England and the United States, on account of the determination of the latter country to have access to our fishing ground at all hazards. The British Government, however, have never acknowledged the validity of their claims, but have excluded them from the Bays of Chaleurs, Fundy, and the Straits of Causo, and from fishing anywhere within three miles of the shores, harbours, and bays of Nova Scotia, New Brunswick, Cape Breton, and Prince Edward Island. The Reciprocity Treaty, however, threw open all the fisheries to the Ameri-

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cans, who immediately embarked in this enterprise with a vigour which astonished the people of the maritime provinces. The fisheries they value most are those of mackerel, which are only to be prosecuted with profit in Canadian waters—off Cape Breton and Prince Edward Island, and in the Bay of Chaleurs especially. During the time they had access to the fisheries they also availed themselves largely of their right of fishing for cod and herring in the Bay of Fundy, and in other bays within the three miles limit of the shores of the maritime provinces; but it is the mackerel that they chiefly covet, and for which they have always been prepared to make certain commercial concessions. Now that they are again to enjoy the rights they possessed under the Reciprocity Treaty of 1854-65, it is important to consider the value of the fisheries we concede to them, and the value of the concessions we receive in exchange; I shall therefore attempt to present some facts and figures which may illustrate a subject of considerable interest at the present juncture, when a Commission must shortly sit at Halifax to consider the question whether any pecuniary compensation is due to us over and above the right which we are to enjoy of taking our fish free into the American markets.

It is very difficult to get at full and accurate estimates of the tonnage and value of the fish actually caught by the Americans in our waters. According to a return lately issued by the Secretary of State, Washington, the following represents the tonnage employed for a number of years in the deep-sea fisheries:—

Year.	Mackerel Fishery.	Cod Fishery.	Year.	Mackerel Fishery.	Cod Fishery.
1820	—	60,843	1863	51,019	117,290
1830	35,973	61,555	1864	55,498	92,745
1840	28,269	76,036	1865	41,209	59,288
1850	58,112	85,646	1866	46,589	42,796
1860	26,111	136,654	1867	31,498	36,709
1861	54,296	127,310	1868	83,828	—
1862	80,597	122,863			

Massachusetts is that State of the Union which devotes most attention to the mackerel fishery; the total value of the catch in 1855 having been \$1,355,332, and in 1865, \$1,886,837. The value of the cod fishery of the same State during the same years was \$1,413,413 and \$2,689,723 respectively.

The total value of the American fishery in 1864, when the Reciprocity Treaty was still in operation, but the Civil War had sadly disturbed this branch of industry, is put down as follows by the same American authority:—

Whale-fishery	\$4,871,347	in gold
Cod and mackerel-fishery	4,026,849	„
Total	\$8,898,196	

But if we go back to 1860, before the war occurred to cripple this branch of industry, especially in the case of the whale fishery, we find the amount of tonnage employed was in the aggregate nearly double that of

1865, and the catch may be fairly valued at between \$14,000,000 and \$15,000,000—the value of the whale fishery alone having been \$6,504,838. Mr. E. H. Derby, in his official report laid before Congress during 1867, cites authority to prove that “during the two last years of the Reciprocity Treaty the United States had fishing in the Gulf of St. Laurence and Bay of Chaleurs, no less than 600 sail, which must have taken fish to the amount of \$4,500,000.” The same authority says that “nearly one fourth of our fishing fleet, with a tonnage of 40,000 to 50,000 tons, worth \$5,000,000 to \$7,000,000 annually, fish *near* the three miles limit of the provinces”—“near” being Mr. Derby’s euphemism for “within.” Since the repeal of the Reciprocity Treaty, and the disturbance of commerce and industry by the civil war, the fisheries have not been prosecuted to the same extent that they were up to 1865; but the moment the new treaty comes into force, American fishermen will flock in larger numbers to the Gulf and Bay, and enter into the most active competition with our own people. Even under the license system, which was so persistently evaded, 454 licenses were issued in 1866 to American vessels—which by no means represented the total number known to have fished within a marine league of our shores. The Minister of Marine and Fisheries of Canada calculates that the Americans employ between eight and eleven hundred vessels in our fisheries, and that their annual catch, chiefly within the three miles limit, may be valued at upwards of \$8,000,000. It is safe to say, with all these facts before us, that the money value of the concessions made to the United States will be between \$6,000,000 and \$7,000,000 Canadian currency—a very moderate estimate, if the New England fishermen go into the fisheries hereafter with anything like the energy they displayed under the Reciprocity Treaty.

Now in considering the value of the concessions on the part of the United States, we may as well leave altogether out of the account the privilege of fishing on the American coast, a privilege which will not be used by the Nova Scotians or New Brunswickers to any extent worth mentioning. The repeal of the duties on the Canadian fish brought into the American market, however, is a valuable concession to a leading interest of the Dominion, but it is still very far from being adequate compensation for the use of the fisheries. According to the same authority from which we have previously quoted—and on a question of this kind it is advisable, when practicable, to quote from American official documents—the United States received the following produce of the fisheries from *all* British North America, and collected the following duties thereon in 1867:—

	Value.	Duty paid.
Mackerel	77,503 brls., \$675,986	\$155,006
Herring	97,595 „ 321,404	97,597
Salmon	6,216 „ 125,413	18,648
Other fish in brls.	152,688 „ 152,688	36,943
Fish not in brls.	6,505,942 lbs. 199,686	32,522
Oil, seal	340,035 gals. 185,132	18,513
Oil, whale and cod	180,504 „ 115,360	23,072
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The same authority gives the following statement of the value of the fish imported from the provinces for a term of years :—

1858	1,500,000	1862	1,078,073	1865	2,193,384
1860	1,500,000	1863	957,166	1866	1,627,000
1861	1,797,722	1864	1,477,155	1867	1,773,669

If these figures prove anything it is this, that the value of the export from all British North America into the United States has varied very little before and since the Reciprocity Treaty. The Canadian returns give the total value of all the fish exported to all countries by the Dominion in 1870-1 at \$4,000,000, of which less than one-third was sent to the United States. It may be safely estimated that half a million of dollars will, for some years, represent the total value of the remission of duties on Canadian produce. It may, indeed, be urged that since the free use of our fisheries will increase the catch of the American fishermen, the sale of our own may be consequently diminished to a certain extent in the American market. At all events it is reasonable to suppose that the quantity henceforth exported by Canada to the United States will not be very much greater than heretofore. The Americans under any circumstances, are forced to buy our lumber and fish, and in case of a duty the consumer must pay it of necessity. We must remember, too, that instead of the repeal of the Reciprocity Treaty crippling Canada to the extent anticipated five or six years ago, it has really stimulated the energies of her people, and forced them to seek new and remunerative markets elsewhere for the sale of their surplus products. It is now within our power to supply South America more cheaply with the fish which the Americans have been in the habit of buying from us and re-exporting to those southern countries.

The growth of the fishery interest of British North America has been steady during the past twelve years. In 1860 the value of the fish caught in the Dominion waters was about \$4,000,000, and adding \$4,440,000 for Newfoundland, and \$272,532 for Prince Edward Island, we have an aggregate value of \$8,712,532. In 1866, the value of the Dominion catch was estimated at \$6,263,000, and that of the product of all the provinces at \$10,837,000. The actual quantity of fish, exported and consumed within the Dominion, was estimated in 1870 by the Marine and Fishery Department at a value of \$8,000,000, and adding as much more for Newfoundland and Prince Edward Island, we have a total of \$16,000,000. While the tonnage of the American fishing interest has been steadily declining, since 1860, the value of the same branch of industry in the Dominion as well as in all British North America, has doubled. The value of the exports in 1871 was as follows :—

Duty paid.
 \$155,006
 97,597
 18,648
 36,943
 32,529
 18,513
 23,072
 \$382,300

Nova Scotia	\$2,852,255
New Brunswick	374,379
Quebec	678,162
Ontario	89,479
Total for the Dominion	\$3,994,275
Newfoundland	7,825,159
Prince Edward Island	350,000
Total for all B. N. America	\$12,169,434

The value of all the fish caught in British North America waters may be estimated as follows:—

By B. N. America	\$16,000,000
By United States	8,000,000
By France	3,000,000
Total	<u>\$27,000,000</u>

British Columbia, as yet, prosecutes the fisheries to an extent worth mentioning, but she possesses great quantities of salmon, and is within easy reach of the valuable whale and cod fisheries of the North Pacific. At the present time California has some thirty vessels engaged in the cod-fishery, principally in the vicinity of the Chamagouin and Fox Islands. British Columbia also sends several small schooners to the Russian coast, where there are numerous cod-banks. Of late years the number of American whalers that resort to the northern waters has been steadily decreasing—from 278 in 1852 to some 80 or 90 at the present time—and the whales are consequently becoming tamer and increasing in numbers; and perhaps when the Canadian Pacific Railway is completed, and population and capital have at last found their way into that distant province on the Pacific coast, it will engage energetically in the whale and cod fisheries, and help to swell the aggregate of the product of the Dominion.

In the men that sail the fishing-fleets of Canada, we see the elements of a very powerful marine, which will be found invaluable in times of national danger. For should ever a national emergency demand the services of this class, they will prove as useful auxiliaries as ever were the fishermen of New England, who first captured the most formidable French fortress on this continent, or as ever were their descendants who, a century later, again rallied to the public defence, and manned the navies of the Republic. It may be estimated that the total strength which the fisheries employ throughout all British North America is composed of some 75,000 men.

On the energetic prosecution of the rich fisheries of this continent rests the very foundation of our national strength in the future. It would, indeed, say little for our energy or industry were we to allow ourselves to be beaten by foreigners in the competition in our own waters, but the figures we have just read prove conclusively that we have made more rapid progress in the development of this source of wealth than any other country in the world, and now stand the foremost in the prosecution of the sea fisheries—the aggregate of the product of British North America now exceeding that of Great Britain, or France, or the United States, or Norway, or Holland, which have always devoted a large amount of labour and capital to the development of this branch of industry.

No doubt if Canada could enjoy the exclusive use of the fisheries she would soon control the fish market of the world, and make immense additions to her wealth in the course of a few years, but such a contingency is very improbable in view of England's conciliatory and yielding policy towards our American neighbours. We have never refused to the Americans the right of fishing in our waters when they have consented to deal

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with us in a spirit of fairness and justice. We have recently agreed to the Washington Treaty out of deference to the wishes of the Imperial Government, and under the deep conviction that it is most desirable to avoid any unpleasantness with a people with whom we have so many interests in common. Any serious disagreement in connection with the fisheries would soon precipitate a conflict which would entail a loss on the Dominion of far more consequence than any gain we might make by shutting out all foreigners from the use of our fishing-grounds. We feel, too, that as the fisheries are at our very doors, and our taxes comparatively light, we are in a position to compete successfully with the energy and enterprise of the fishermen of New England. The Americans themselves feel this, for we read in an official document just issued by the State Department:—"The contrast in the condition of the respective fisheries of the United States and provinces is now still more in favour of the latter than in 1853. The salt in both cases may be considered free of duty. They are therefore on a par in this respect. The advantages, however, possessed by the provinces of proximity to the fishing-grounds, and of the employment of boats, rendering it unnecessary in a great degree to invest a large capital in vessels and outfit; the low duties imposed upon tea, coffee, sugar, molasses, &c., and on woollens, cordage, duck, &c., in comparison with those imposed by the tariff of the United States; the cheaper labour; the light dues exacted from American fishermen—all tend to enable the provinces to undersell the United States in exterior markets." But the fact that we enjoy these advantages does not depreciate the value of the concessions we have made. If we admit the American fishermen to a partnership in the fisheries, we can fairly ask them for an amount of capital which will fully represent the value of the business, which, we have already seen, is worth to them \$6,000,000 and upwards every year.

It is to the fisheries we owe to a very great extent the origin and prosperity of the mercantile marine of British North America. Though our commercial history only commenced, as it were, yesterday, yet we already own an aggregate of tonnage exceeding that of all other countries in the world except Great Britain and the United States, and equal to that of France. The little province of Nova Scotia alone possesses a navy nearly if not equal to that of Holland, whose marine also sprung from the successful prosecution of the fisheries—whose capital, it has been said, was built on a foundation of herring-bones. Shipbuilding was carried on in the provinces with great activity between 1840 and 1865. In the latter year—

Nova Scotia built	. . . . . 294 vessels, or	56,768 tons, worth	\$2,481,752
New Brunswick built	. . . . . 148 "	65,474 "	" 2,618,960
Ontario and Quebec built	. . . . . — "	63,915 "	" 2,556,600
Prince Edward Island built	. . . . . 130 "	26,193 "	" 916,753
Newfoundland built	. . . . . 71 "	2,010 "	" 80,400
Total value	. . . . .		\$8,654,465

The increased demand for steam and iron vessels has of late years interfered very materially with the construction of the wooden craft built in the provinces; but nevertheless that branch of industry is flourishing, as the following return for 1871 shows:—

Ontario built	55 vessels of	7,777 tons.
Quebec built	80 "	20,661 "
New Brunswick built	108 "	33,355 "
Nova Scotia built	146 "	44,307 "

But the provinces now chiefly build vessels for their own trade, and consequently own and sail a large amount of tonnage. In 1806, all British America only owned a tonnage of 71,943; in a quarter of a century it had reached 176,040; in fifty years it had more than doubled, \$399,204. In 1867 the mercantile marine of Canada showed an increase of 224,000 tons over 1801, and was distributed as follows:—

	No.	Tons.	Value.
Ontario	481	66,959	\$2,787,800
Quebec	1,428	155,690	4,633,945
New Brunswick	826	200,777	5,904,505
Nova Scotia	3,087	352,917	10,236,812
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Total for Canada	5,822	776,343	23,583,062
“ Newfoundland	1,557	82,939	3,117,560
“ P. E. Island	280	40,000	1,000,000
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Total for B. N. A.	7,659	899,282	\$28,300,622

We have not the complete returns of the Census of 1870 at hand, but it is estimated on good authority that the total tonnage of the Dominion at the present time is at least a million, and that of all British North America one hundred and fifty thousand greater. Of this aggregate there is a considerable part made up of small vessels engaged in the fisheries. Of late years the maritime provinces have embarked more largely in the fisheries in the gulf and on the banks, which can only be prosecuted in schooners. Still a great proportion consists of vessels of large class, not a few of which are classed as A 1 at Lloyd's, and carry freights in every quarter of the globe. Propellers are rapidly taking the place of sailing vessels on the lakes, and many of them are of a size beyond the capacity of the canals. It was a Nova Scotian, Sir Samuel Cunard, who established the most efficient and successful line of steamers that has ever carried the British flag across the ocean. A firm of Montreal merchants, the Messrs. Allan, are also the proprietors of another line of ocean steamships, equally famous for their speed and safety. This company was formed in 1833, and now owns some twenty steamers, those of the main line ranging from 4,000 to 2,000 tons, and not surpassed by the "Cunarders" in all the essentials of comfort.

Whilst the marine of Canada is making steady progress that of the United States is exhibiting a rapid decline, as was fully shown in an able

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paper by Mr. Haliburton. Shipbuilding has almost ceased in the New England States; the bulk of foreign commerce is carried in foreign ships, not a single line of Atlantic steamers is owned by the merchants of the United States. The depredations of the Confederate cruisers no doubt did much to injure American shipping; the preference given to iron vessels over wooden ships has also tended in the same direction; but the real causes of the silence that still exists in the once noisy ship-yards of Maine and Massachusetts, and of the decadence of the American marine generally must be sought in the fiscal legislation of the United State. From 1861 to 1870 the amount of the foreign trade carried in American vessels decreased some 40 per cent. compared with 1860, when the great proportion of the trade was carried under the American flag. In 1860 the total tonnage of the United States was 5,353,868, but by 1868 it had decreased to 3,674,483, and there has been little or no improvement up to the present time. The tonnage of vessels engaged in the fisheries has decreased from 323,606 in 1860 to about one half in 1870-1. With an irredeemable and fluctuating paper currency in circulation, with a high rate of wages, with a large increase in the prices of necessaries and the cost of living generally, with an exorbitant tariff amounting in many cases to the prohibition of certain articles, the energy and enterprise of the people of the United States have naturally been paralysed, and the American marine has been unable to compete with the marine of other nations on the broad field of commercial rivalry. On the other hand, the commercial policy of Canada has been based on those liberal principles which are best calculated to develop trade and enterprise. When the Americans, so foolishly for themselves, repealed the Reciprocity Treaty, under which a limited trade had grown up to afford employment to American shipping, Canada never exhibited the same selfish and domineering disposition, but threw open her fisheries on the payment of a nominal licence fee, and always showed a willingness to come to some arrangement with her neighbours on matters of trade. Her tariff has been adjusted to encourage the shipping interest by the free admission of all materials that enter into the construction of vessels. Large sums of public money have been annually expended for the improvement of lake and sea-coast navigation; a careful system of steam-boat inspection has been devised, and so efficiently carried out, that less accidents occur on our inland waters than on those of the United States; legislation has been passed for the relief of sick or distressed seamen, and for the examination of masters and mates, who henceforth can rate with the same class in England;—all this Canada has done with the view of promoting her great maritime industry, and her wise policy stands in remarkable contrast with the illiberal indiscreet system of her American neighbours, under which their marine has so rapidly declined. At the last Session of Congress, the necessity of reviving shipbuilding was discussed, and an Act passed to allow a rebate on certain articles used in the construction of vessels, but so far this legislation has resulted in no practical result whatever. It is now said that an attempt will be made during the present session to repeal that feature of the old navigation laws which prevents American citizens from buying foreign-built vessels for an Ameri-

can registry, and exacts that the coastwise trade shall be done in American bottoms. Such legislation has long been anxiously desired by the people of Canada, for it will still more stimulate shipbuilding and increase the profits of the shipowners of the provinces. The Americans are now awakening to the consequences of their shortsighted commercial policy, and can fully appreciate the significance of the warning which Mr. Secretary M'Culloch gave them a few years ago:—"It is a well-established fact that the people who build ships navigate them; and that a nation which ceases to build ships ceases of consequence to be a commercial and maritime nation. Unless, therefore, this state of things is altered, the people of the United States must be subject to humiliation and loss. If other branches of industry are to prosper, if agriculture is to be profitable, and manufactures are to be extended, the commerce of the country must be sustained and increased.

Of the future of our maritime industry we need have no fears while Canada enjoys peace within her borders, and a broad, enlightened policy prevails in her councils. Since the provinces are no longer isolated from each other, but firmly united for their mutual development and expansion, their progress must be more rapid in the future than in the past. The construction of canals and railways must necessarily give additional employment to her marine, and place it eventually in the very foremost position. Sooner or later, the bulk of the carriage of the trade of the Great West of the United States and Canada must follow the natural route of the St. Lawrence in Canadian ships. The fish, coal, lumber, and grain alone of Canada should give abundant employment to her shipping, for these products of her soil and waters are in ever-increasing demand, and are every day finding new avenues of trade. The coal-fields of Nova Scotia are inexhaustible, and must be developed henceforth to an extent of which the experience of the past few years can give no adequate conception; and even now the proprietors of mines find it difficult to charter vessels to supply the orders they are receiving. The iron exists alongside of the coal in the same province, and there is little doubt that in the course of time iron vessels will be built within the Dominion itself. Between 1860 and 1871, under an ordinary condition of things, British North America doubled her tonnage; and it is safe to predict that, in view of the more rapid development of her commercial and industrial resources under the stimulating influences of public works and territorial expansion, the increase of her mercantile marine will be still greater within the next decade.

The prospects of the maritime industry of the Dominion were never more brilliant than they are now, and must be viewed with the deepest satisfaction by all who take an interest in the welfare and prosperity of that portion of the British empire. The same adventurous, courageous spirit that in days of old carried the maritime worthies of England to unknown seas and continents, and has founded new States throughout the habitable globe, still exists in all its pristine vigour among the Canadian people; and, as it now impels them to energetic action in building up their commercial and material prosperity, so in the hour of national danger it will animate them to the performance of deeds of "bold emprise."

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In consequence of the exhaustive nature of Mr. Bourinot's paper, the discussion was adjourned until the next ordinary meeting of the Institute, when the adjourned discussion on Lord Bury's paper will be resumed, after which, should time permit, an interesting sketch of the Social and Economic Position and Prospects of the British West India Possessions will be read by a gentleman who is thoroughly conversant with the topic on which he has undertaken to treat.

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