

Now, take a very important question, the question of shipping trade and navigation. On repeated occasions, the representatives of Canada, as those of Australia and New Zealand, have petitioned, have requested, have demanded from the British government the power to legislate, either upon foreign trade coming to Canada, or upon Canadian trade travelling on the high seas. Even as late as 1911,—at the sixth of those Imperial conferences of which we are told that they have accomplished so much to bring about equality of rights and privileges between the Motherland and the "Sister Nations",—that power and that right were flatly denied by the British government. So, at the present time, when we speak of our mercantile navy, do you know that every ship belonging to the Canadian Pacific Railway Company, every ship belonging to the Canadian Northern, or to the Allan Line, or to the Reford Agency, built up partly with Canadian capital, manned partly with Canadian sailors, and transporting largely Canadian trade, have no status of their own on the high seas and cannot be reached by our legislation? They are British ships, registered in Great Britain, controlled by British legislation. All their carrying trade on the high seas is counted in the annuals of Great Britain as forming the magnificent bulky figure, of British sea-going trade.

NATURALISATION

Now let us look into another question, that of naturalisation—a very important one in our stage of development. We are going abroad, not wisely perhaps, but as a matter of fact, our governments have sent agents abroad, paid by the people of Canada, inviting the foreigners of all lands to come and settle with us. We have invited the German; we have invited the Scandinavian, the Russian, the Austrian, the French, the Italian, the Belgian, and so on.

They have come to this country and settled here; many have taken from Canadian tribunals their letters