

ference of boards of trade held in Toronto. As a matter of fact, the agitation in regard to this matter has been quite widespread ever since the preferential tariff became law in 1897 or 1898. The local legislature of my own province also passed a resolution in favour of the idea which was embodied in the motion moved by my hon. friend from Cumberland last session. Since last session there was passed in the city of Halifax, Nova Scotia, on the 10th April last, the following resolution :

Whereas, a large portion of the goods imported into Canada now enter via foreign ports and are carried over foreign railway lines, therefore co-operation is asked from the Canadian Manufacturers' Association, the various boards of trade and other representative bodies in pressing upon the Dominion government the desirability of so framing the tariff that there shall be a customs preference on all goods which enter Canada direct from the country of their origin, also on all goods entered at Canadian ports when carried in British shipping.

You will notice, Mr. Speaker, that this resolution goes very much farther than the resolution which was passed by this House in June last, for it not only recognizes that the preference should only be granted in cases where Canadian ports are utilized, but also that there should be a sort of preferential treatment for all goods, not only ordinary goods coming from the United Kingdom, but all goods which are entered at Canadian ports ; and, further, the resolution introduced as an element to be considered, the flag that floats over the vessel that carries these goods. That is also, I think, a very important condition, and it was one that was brought into the discussion in this House last year. In the early part of January this year there was also the following resolution passed in the city of St. John on similar lines :

Whereas, a large proportion of the British goods imported into Canada are being received through foreign ports, very much to the detriment of Canadian commerce, and at the same time, under the present tariff arrangements, receiving the benefit of the 33½ preferential rebate ;

And whereas, British vessels are excluded from the carrying of freight from United States insular ports to ports in the United States.

Therefore, Resolved that this board is of opinion that all preferential rebates off customs duties which are allowed in connection with Canadian imports should only apply to goods that are imported through Canadian sea-ports, and in British registered vessels.

Now, Sir, I said that I wished to refer to a statement that was made by the hon. Minister of Finance in connection with a debate held last year in this House. That statement was made in reply to the argument which was presented by the hon. gentleman who introduced the resolution, and the hon. Minister of Finance said on that occasion :

I am glad my hon. friend from Cumberland has to-day brought forward this motion of which

Mr. DANIEL.

he gave notice some time ago, not that I expect that it can be adopted immediately as part of the budget of this year—but I feel that it is a subject on which discussion may do much good. . . . For my own part, I am heartily in favour of it, and if he decided to divide the House on it, I shall have pleasure in giving my vote in support of the motion. I hope that at no distant day—

I wish particularly to call the attention of the hon. Minister of Finance to this :

—we may adopt it as part of our practical legislation. So while I do not say that this motion will receive the assent of the House and take effect at once—

That was last year.

—it is a move in the right direction.

I might also remind the House that on that occasion the right hon. the Prime Minister also took part in this debate, and among other things made the following remarks :

Upon the general principle of this resolution, there cannot be any difference of opinion. Even my hon. friend from Renfrew does not dissent from the proposition involved in the motion, and the argument he adduced simply was that until we had some accommodation for shipping in our ports, we had to use Boston and other American ports. In my judgment, at all events, the way to have better facilities and accommodation in our own harbours is to cheapen, as far as possible, all our trade to those harbours.

I think, Mr. Speaker, that those remarks made both by the hon. the Finance Minister and the right hon. the leader of the government contain in a nutshell all the argument that I, at all events, have to offer the House to-night. In fact, under those circumstances, I do not consider that any argument is required from me at all, because the members of the government, who are especially responsible for the tariff conditions of this country, have already, in the citations I have made, not only expressed their entire belief in the benefits which would accrue from the adoption of this policy, but have also stated that they are in entire accord with it and hope it shall soon become a part of the legislation of this country. Surely then I need only appeal to the Finance Minister and remind him of the statements he made in this connection last year ; and if I point to the omission in his speech to-night, it is simply with the intention and expectation that he will seize the opportunity while the budget is before the House, of so altering it that this preferential tariff, at all events, will only be applied where the goods are imported through Canadian ports.

For my part, I would like to go further. I would like to see more favourable arrangements made with regard to freight which is taken into our own ports than with regard to that which is imported through foreign ports. I think it is only a matter of patriotic duty that we should not only use our own ports as frequently and as much as we can, but