

steamers whether such produce could be shipped or not. The export trade of Halifax has been made entirely dependent upon the trade from the terminal port from which the steamers start which touch at Halifax, so that the trade from that port could not possibly be fairly developed. One of the advantages possessed by Halifax, is that it ought to be the port of outlet and inlet for the mails during the winter, at least; but anything which is paid beyond the sum, which would be a fair equivalent for the conveyance of the mails, must be held to be paid in the carrying out of the policy of protection. Protection works in two ways. Men are compelled to purchase articles of domestic manufacture which they may not care to buy, by means of imposing a high duty upon similar articles imported into the country. The other way in which it works is, by the system of bounties, and, taking it all in all, the latter is the more honest system of the two. If we in the Lower Provinces are hereafter to be content that the farmers of Ontario shall be protected by having a duty of some 15 cents a bushel imposed upon all wheat that may be imported into the country, and corresponding duties imposed upon the oats and barley imported, and we are compelled to pay a higher price for our flour in the Lower Provinces, as is said, for the benefit of the farmers of Ontario, then, if the farmers of Ontario believe that they are protected to that extent, they should not complain if they, in return, are called upon to pay out of the Treasury a sum sufficient to afford protection to the business of Halifax and St. John as ports and harbors of this Dominion, and if they are to be compelled to send all their products to the world outside, and compelled to receive, through those ports, all the products of the rest of the world which they may require. The hon. the Minister of Railways has spoken of sugar. Why has the import of sugar to Halifax increased? Put in pounds it seems a very enormous increase; put in tons it does not seem remarkable. I looked at the papers sometime ago and found that before this National Policy came into operation, Halifax imported nearly 4,000 tons of sugar during the year, while during the year 1879 she imported a little over 8,000 tons. The quantity was not quite double the former quantity, but it was imported at an enormous cost to the general public. If it be right to force this Dominion to receive its sugar through Halifax alone in the winter season, surely there can be nothing wrong in compelling it to receive its other merchandize through the ports of Halifax and St. John: surely there can be nothing wrong in compelling the Dominion to send its products to those ports by so cheapening the exportation as to render it to the interest of the other Provinces to use those ports. If this Protectionist system is to continue in operation, it must not be a partial system as it is to-day. It is not only the cotton lords of this Dominion who must derive benefit from it, and the owners of woollen mills and other large factories; but the other interests of this Dominion must get some benefit from it, although it would be exceedingly difficult indeed to discover any mode of rendering material service to the great lumber and fishing interest. But, here is a case in which very material service indeed can be rendered to a very important interest, the commercial interest of Halifax and St. John, or of any other ports on the Canadian sea-board which may show a disposition to compete for this trade. Now, I think it is fair to enunciate these principles as those which I hold with regard to this matter. The hon. member for Halifax, I think, rather indiscreetly made an attack upon the Mackenzie Government, alleging that they had done very little to promote the interest of the port of Halifax. All that has been done from the time we entered into the Confederation up to the present moment, to promote the interest of Halifax, and to make it the winter port of Canada, was done by the late Administration—

Mr. ANGLIN.

everything. For years and years the gentlemen opposite strove, I believe, rather earnestly to get the railroad extended into the city of Halifax, but for some reason they failed. The Mackenzie Administration did extend the railroad very far in toward the city of Halifax—as far as they could well reach—and erected there a magnificent railway station at the public cost. The hon. gentleman complains that they did not go further, and extend that railroad down to the wharves. We know they were making earnest efforts to extend the railroad down to the wharves; the hon. gentleman knows that the Mackenzie Administration compelled the Allan line of steamers to land their mails at the city of Halifax, and so convert it to a certain extent into a winter port. He knows, too, that when application was made to the Mackenzie Administration, with regard to the grain trade, that Administration made what seemed then to be a very liberal offer indeed, as to the rate of grain freights, and I think the Administration offered to send two full cargoes of grain over the road to ascertain whether the trade would bear the cost or not. No doubt, for a revenue-tariff-Government all that was going very far; and I have no doubt, that had the Mackenzie Administration remained in power, they would have continued to make all reasonable efforts to confer upon Halifax the benefits to which it ought to be held entitled as one of the frontier Atlantic ports of this Dominion. But they have gone out, and since we have seen nothing done. The hon. Minister of Railways, I think, proposed to reduce, somewhat, the rate which Mr. Mackenzie, in his time, proposed to charge on grain transmitted over the Intercolonial. That, however, was but a trifling reduction, and it has not led to any practical result. To-day we stand face to face with the fact, that, although this Intercolonial is a magnificent railroad—magnificent because so thoroughly constructed—that, although it is almost the shortest route from the Upper Provinces to the city of Halifax, that, although it does a very large trade in conveying goods from the Upper Provinces down to the Lower Provinces and to the city of Halifax, it does very little, indeed, in carrying back anything produced in the Lower Provinces, and it has ceased to do much in conveying from Halifax any portion of the merchandize imported from Europe. These facts are disagreeable facts. They are facts with which the Government, I think, is bound to deal, not languidly or remissly, but actively and earnestly. I do think the Government which professes to protect all the struggling industries of this country should also endeavor to protect the industries of the Lower Provinces, which have almost ceased to struggle because they have almost ceased to have the strength to struggle any longer.

Mr. ROYAL. It may appear somewhat strange for a member coming from a prairie province to take part in a debate which seems to affect only the Maritime Provinces. It is true we have no maritime ports in the North-West, but I believe the day is not distant when Manitoba, enlarged, may become a maritime province. A very important fact was lost sight of when mention was made of the carrying trade between Canada and Europe. I believe that, with due deference to the members from the Maritime Provinces who have enumerated the old ports of Halifax and Yarmouth, and, I might add, Louisburg—I think we can do a little better by the establishment of a port in Hudson's Bay. As my opinion on this subject might not go very far, I will with your permission, read an extract from Professor Hines on this subject. When the discussion on this important subject takes place in this House, and when these papers are brought down, I hope the House will not lose sight of the future importance of utilizing the relations between the Hudson Bay and the ports of Europe. In fact, while the Pacific Railway Syndicate have retained almost a monopoly of building branch railways south of their line, there is no restriction whatever on the building of railways on the north side of it; and the scheme