

his own biscuit and confectionery to 26 per cent. Under protection this country of Canada has built over 30,000 miles of railway; under protection she has built a system of canals that have cost, perhaps, \$300,000,000; under protection she has built up all the harbours and public works of every description. My hon. friends opposite had a very fine opportunity of, as the late Sir Richard Cartwright said, destroying the tree, root and branch. They had fifteen years to do it, but did they have the courage at any time to attempt it? I ask my free trade friends: What have they to expect from the gentlemen of the Opposition? I have followed, since I was a very young boy, the politics of this country, and I never knew a free trader in this country except a Grit that was in the Opposition. I was not altogether surprised at the remarks of the leader of the Opposition (Mr. McKenzie) the other evening, because they only confirmed the opinion I had of his opinions. The honourable gentleman said:

While we may have iron and steel in the raw state in this country, there may be others who can pour their products into this country and keep us forever from having any industry of that kind for our own. If I were to say that and to allow the natural resources of this country to remain forever in a dormant state, I do not consider that I would be doing what would be in the best interest of my country or in the general advancement of the people.

And he continued:

If to take some specific object of that kind and provide for it in the way in which I think it should be provided for is Toryism, or protectionism, or unreasonable, as regards the general trade of the country, I must plead guilty.

That is pretty nearly as clear a pronouncement of protection as ever came from a professed free trader, even in the Opposition. I have no doubt in the world that my honourable friend was sincere when he made that statement. I ask honourable members, particularly the free trade gentlemen of the West: Where is your hope? If you had any at the beginning of this Budget address, it must have been shattered by the speech of the leader of the Opposition, for you can see from those very remarks of his that we are now all of one Lord, one faith, one baptism; we are all protectionists. But to some of the remarks of my honourable friends, the free traders from the West, I ask them if they think of the other side, or is it not true that they confined their remarks entirely to their own interests, forgetting the interests of the other different parts of this Dominion? What do they expect of us in eastern Canada

[Mr. Butts.]

when four or five or six years ago we were buying their flour at \$4.50 to \$5.25 a barrel, and are now paying \$14 a barrel for it? Have they any complaint to make of us, or is it not we that should be complaining? When my friends who come from different districts of Ontario and Quebec where they manufacture leather goods and other articles of that description find out that the shoes I was wearing five or six years ago cost \$4 or \$5 a pair and that I have now to pay \$11 or \$12 for similar shoes, have they still any complaint? No, but they will complain if they have to pay an extra dollar on the price of coal or steel, notwithstanding the fact that we sent from Sydney harbour as far as Prince Rupert steel rails at a cheaper price than they could be bought in the Soo, after our rails had been transported by way of the Horn. And still western members complain that they are not getting fair play, although we are giving them rails, taking them all the way around the Horn, a ninety-day trip, and laying them down cheaper than they can buy rails in Ontario or the United States. It makes a great deal of difference whose ox is gored.

About the only matter I really wish to bring before the Government is that of shipping. At the outbreak of the war in 1914 we had a splendid fleet of ships plying from Sydney harbour and a few from other ports in Nova Scotia to different ports on the St. Lawrence, principally to Montreal, Three Rivers and Sorel, which would be the three largest ports.

We had ships of the *Storstadt* type, which you will remember collided with the *Empress of Ireland* in the river St. Lawrence. The *Storstadt* had 11,000 tons of coal on board when she collided. We had also a number of ships of a similar type. In Nova Scotia in those days we were producing over six million tons of coal, and with the exception of the domestic consumption of Nova Scotia and what we burned in our coke ovens and blast furnaces, our output of coal went largely to river St. Lawrence ports. We were able to hold our market there on account of the cheap transportation. It may surprise hon. gentlemen to know that we could ship coal from Sydney Harbour to the city of Montreal for less than 60 cents a ton. However, when the war broke out, I have no doubt that the necessities of the war made it necessary for our ships to be commandeered. We did not complain, for we knew that the necessities of Canada and of the Empire were paramount. These ships have since been under