## Industrial League Banquet at Halifax.

## A Brilliant Affair in Which Speeches of High Order Were Made by a Number of Prominent Men.

Canada" was a brillfant affair. More than one hundred were present. Hon. Attorney General Longley presided, the tariff of 1897, but no one would care and speeches were made by him and to affirm that these changes have been by W. K. George, president of the Can- in the direction of free trade, nor will adian Manufacturers' Association; Hon, W. T. Pipes, Hon. H. H. Wick- that a duty of \$7 per ton upon steel wire, Ald. Johnson, Geo. E. Faulkner, rails was introduced solely for revenue Watson Griffin, Hon. H. A. Mc. Keown, purposes. The changes that have been G. S. Campbell and others. Among the toasts were Our National Industries, Dominion and Provincial Governments, Trade Relations with Other industries that seemed to be in need Countries, Canadian Ports of Ship- of them. ment, and Maritime Industries. speeches were of an unusually high order After the menu, and when he had welcomed the guests Attorney General Longley proposed the toast to Our National Industries.

THE TOAST OF THE EVENING. Hon. J. W. Longley, president of the league, proposed "Our National Indus-

tries. Mr. Vice and Gentlemen-I now have the honor to propose the toast of "National Industries." the evening, The object of the Canadian league is are discussing the fiscal policy of the to advance in every way the industrial country. In 1897 the principle of life of this great Dominion. It has granting a preference to imports from gathered to its ranks men of all poli- Great Britain was adopted, and it has tical views. Its aims and objects are not only been adhered to, but the consistent with allegiance to either of amount of the preference has been in- treal, the great political parties of Canada. creased until now it amounts to 33 1-3 Admittediy the outgrowth of the Can- per cent. This concession to the moadian Manufacturers' Association, it therland was made freely and as a nevertheless is broader in scope and sort of recognition of the many obliwider and more liberal in its methods gations which we owe to Great Bris bureau, and there is no question as to than that large and important organ-There was a time in country when the Canadian Manufac- products.

turers' Association was regarded as more or less tinged with political par-tizanship, and the charge at one period aim the imposition of customs duties at this table Mr. George, the president ed men from abroad are mingling with city, I think I am not going too far to say that in the objects we are seeking dorsation and support of the first men

OBJECT OF THE LEAGUE.

The Canadian Industrial League was formed because the Canadian Manufacturers' Association frankly are con-Kacturing industries of Canada.

should be formed in this Dominion whose aims should be the advancement and encouragement of all industries-agricultural, lumbering and ship-building. And the tain it would be of undoubted advantpurpose of this gathering tonight is age to the great industries of Canada. Halifax and in this province of Neva judging the sentiment of this country Scotia, a high note of patriotic progress in all industries which pertain possible for any Canadian government to the growth and prosperity of Can- to carry the principle of preference to

that no more opportune moment for a Canada. I am, therefore, sometimes formation of such an organization a little surprised at finding the most could have been chosen. For more than sturdy champions of protection so exthirty years the struggle to secure the consolidation of this dominion and to favor of preferential tariff. It seems unlock its great resources by means to me that the true policy is for the of efficient transportation went on, and about seven or eight years ago their own interests and only concern we began to reap the reward of our themselves on the question of preferefforts and realize by phenomenal progress the bright hopes that have been

formed of the destiny of the dominion. In scanning the trade statistics of tion and arrange terms. the past seven or eight years and noting the tremendous increase in our exports and imports, the enormous exfansion of our banks, the enormous inorease in the savings of the people, the United States has been recently rephenomenal development of railway vived, not indeed on this side of the construction and the splendid immigration into our great northwest, I think how often time works its own rethat I am not going too far to say that venge. For many years after 1886 the general progress and development! of Canada during that period has not to Washington seeking for closer combeen surpassed in the history of any mercial relations with that country, nation of the world ever known in It was felt then that our interests the same period of time. Our manu- made it imperative that we should facturing industries have prospered, have close commercial relations with mines have made steady and rapid pro- as we went we were repulsed, until at up by magic as railroad facilities have United States. Since then we have turer, guards himself with tariffa." been afforded, and now seems a fav- achieved a degree of success in ex-

legitimate industry in Canada. ROOM FOR INDIVIDUAL OPINION.

great latitude is left to individual op- States. In the meantime, as trade thions in respect to the best methods of securing industrial progress. It is importing from the United States to now some tweny-six years since the an enormously larger extent than they policy of encouraging domestic effort are importing from us and it may soonby means of tariff legislation was inaugurated. It met with serious opposition at the beginning and was subjected more or less to criticism after its aboption . But times and public sentiment change, and I think I am correct in saying that the principle of protection to Canadian industries is now recognized as a true and sound principle by the leading statesmen of gree the prosecution of the foreign a great advance in the manufacturing both political parties and by the general sentiment of the country at large. the general principle of the bil lwhile

The extent and degree to which this principle may be safely carried will continue to be a matter upon which there will be a difference of opinion. Those most firmly convinced of the necessity of a policy of protection to at \$840 a year and expenses \$2.50 per would be injurious to the material experience necessary. Write for par- land. While the practical free trader and moral welfare of the country. A ticulars, policy of protection should never be SALUS

HALIFAX, Feb. 7.—The banquet of pushed to the point of creating a mothe Canadian Industrial League tonight in furtherance of its "made in ganizations at the expense of the masses of the people.

Some changes have been made it be gravely contended by any person made in the tariff since 1897 have been made for the express purpose of securing more favorable conditions for the

REVISION OF THE TARIFF.

At the present moment the Canadian government have given assurances that the whole question of the tariff will be thoroughly investigated during the present year, and this is an assurance which, I am sure, occasions no anxious concern to any votary of a protective pelicy.

PREFERENCE FOR BRITAIN.

Another question has recently arisen which has to be considered when we this vilege of a free market for our great

More recently a campaign has been might have been true. I think it can upon certain articles now free, accomscarcely be so regarded today. I have panied with the proviso in making the pleasure of having seated near me these impositions that a preference should be made to the colonial possess of the Canadian Manufacturers' Asso- sions of the empire. This proposition ciation, and I think I am not doing has not yet reached a state in Great any injustice when I class him as a Britain in which it can be said to call consistent and thorough supporter of for any practical action. The governthe government of Sir Wilfrid Lau- ment of the country has scarcely anrier, and as I look around this festive nounced any determination to adopt board, at which so many distinguish- such a policy of colonial preference, and the leaders of the liberal party, the cream of the business life of this | who seem likely to obtain control of affairs at an early date, are frankly to promote in Canada we have the en- ways seemed to me that this is a question which will be determined by the voters of Great Britain and Ireland, of both the great political parties of and that it is not either profitable or dertake definitely to interfere in this matter and attempt to influence the adian opinion; it would be, it appears cerned chiefly in promoting the manu- to me, as ill-judged as an attempt to influence Canadian voters by an ex-pression of British feeling in regard to ed to it.

Canada has already granted preference to Great Britain. If this policy mining, fisheries, should be reciprocated by Great Brisound, if possible, in this city of Nevertheless, I think I am not miswhen I say that it would scarcely be Great Britain to a point of endanger Sir, I think I am justified in saying ing the manufacturing industries of tremely vigorous in pronouncing in Canadian people to carefully look after ential trade with Great Britain when the government of that country ances its desire to discuss the ques-

> RECIPROCITY WITH THE UNITED STATES.

The question of reciprocity with the line, but on the other. History shows Canadians went on various occasions agriculture has been developed, our the great country beside us. As often increased in last Canadians began to recognize opulation and in the Northwest and that we must work out our own com-British Columbia towns have sprung mercial destiny without regard to the orable moment to make an organized tending trade and creating wealth that effort to foster and encourage every the most sanguine scarcely declamed justing it to present day necessities of twenty years ago, and I think I am voicing Canadian sentiment when I development could be made in Can-say that at this moment we are not adian industries which would be bene-In the Canadian industrial league asking reciprocity from the United statistics abundantly show, we are TARIFF FOR REVENUE ONLY IS er or later be a question with the Canadian people whether, if we are to have is necessary to equalize the disadvantreciprocity of trade, we shall not have ages under which they labor as coma reciprocity of tariffs.

the great transportation, and it especially appeals to these maritime pro- to them an opportunity of securing vinces that all proper measures be their home market on a fair but not adopted to secure in the largest de- exorbitant basis, and you will soon see business of Canada through Canadian industries of this country, furnishing ports of shipment. All these matters will be open for

MEN WANTED.

We have a position open for one good man in each locality, local or travelling,

discussion tonight. All that we pray spirit of patriotism and with a large National Industries."

president of the Canadian Manufac-

turers' Association, responded to the toast, Our National Industries. Mr. George said: I can assure you that I appreciated highly the honor that was done me money at home. when I received your invitation to be present at this banquet, and of taking part in this splendid assemblage be-

"Our National Industries," that is will endeavor to present to you one or two outstanding features in connection with this subject which may be of interest, and which may give to you a fuller conception of the present posiion of our Canadian industries.

I feel that I am quite safe in assuming that the day has gone by in Canada when the value and the benefit of industries is any longer seriously questioned. I need not therefore burden with statistics, to demonstrate that which is I believe now so universally recognized, although I think that ald supply you with some interesting ones.

y safe in assuming that comparatively few in this audience, or for that matter in any other general audience in Canada, realize how largely our manufacturing industries already bulk in the commerce of our country.

SOME ENCOURAGING STATIS-

I am, therefore, with your permission going to quote you some statistics on that point taken from the address of my predecessor in office, Geo. E. Drummond, at our late convention in Mon-

I would ask you to kindly bear in mind that these figures are official. They were compiled and furnished by last Canadian census, that of 1901, we find that the output of Canadian factories (employing five hands or over, note that) was for that year \$481,053,875-while on the other hand for the same year the combined value of the production of the agricultural, dairying, mining, forest and fishing industries was \$511,666,806, or only about thirty million more than the value of manufactured goods produced in Canadian factories—and note, as I asked you to do a moment ago, these figures tories employing five hands or over. If we should do as was done in the former census, that of 1891, viz., take a record of the output of establishments employing less than five hands, Mr. Blue estimates that if the ratio established in 1891 held good in 1901, then the output from these would have been \$132,050,000, which would bring the total of the output of manufactured goods over \$100,000,000 in excess of the combined production of agricultural. dairying, mining, forest and fisheries. And my experience teaches me that almost every industry in Canada today is here on account of the .neasure

ADEQUATE PROTECTION NECES-

SARY. In these days of easy communication and through transportation, when the factory in Sheffield can lay down goods in Montreal at as low a freight rate as can a plant in Nova Scotia, when goods in Winnipeg, Calgary or Vancouver for less freight charges than say that you could neither establish nor could you maintain industries in Canada in face of the fierce competition which they would have to encounter from either the cheap labor of Europe on the one hand or from the tremendously developed, highly specialsed and thoroughly established industries of the United States on the other, unless you offset those advantages of our competitors by furnishing an adequate measure of protection to your Candina industries.

BIRMINGHAM PRESS OPINION.

Let me quote to you from a Birmingham paper which I received a short time ago. It is the opinion of an observer, but he puts the matter very concisely and fairly. He says: "The Canadian manufacturer is no fool, he understands as well as anybody that Canada is still young as a manufacturing country, and feels that if she pulled down her tariff barriers Great Britain and the United States would, with their bigger markets, cheaper production, and longer training, swamp Canadian manufacturers and never give them a chance to rise again. Therefore the Canadian wisely, from his point of view, because he comes late into the contest as a manufac

Gentlemen, we believe that by a just, wise and fair revision of the tariff, adand conditions, a great increase and ficial to all and burdensome to none.

NO GOOD.

Give to your Canadian manufactur ers in the way of protection just what pared with their competitors, either in Allied to all these other problems is the way of dearer labor or smaller market, or whatever it may be, assure employment to tens of thousands of hands, transforming hamlets into villages, villages into towns, towns into cities, doubling and quadrupling our own home market, not only for the produce of our fields but for the profuller extent and to a higher degree

remain some who claim to advocate for is that each and all will come to a policy of a "tariff for revenue only." the discussion imbued with a profound Gentlemen, let me say this, that in my opinion, in a country like Canada, and grand conception of the destiny of young and richly endowed but largely the Canadian nation. I give you "Our undeveloped, such a policy would be sheer folly. If the tariff was not high enough to be protective and thus lead to the establishment and development of home industries, it would simply increase the cost to the consumer by the percentage of the duty without in any way building up our own country. It would keep neither our men nor our

A STRIKING EXAMPLE FROM THE UNITED STATES.

I lived in the United States for son cause I see here representatives from I lived in the United States for some widely separated sections of our land, years, and was at one time engaged drawn together by a common impulse in a business using a large quantity -love of, faith in this Canada of ours of tin plate. At that time there wa surely it is a happy augury for our no tin plate manufactured in United States; it was all imported from Great Britain, and the imports a large subject and one on which much in 1890 amounted to 750 million pounds of interest could be said to you. I weight. There was a duty on tin plate at that time of 1c. per pound. It acted merely as a revenue duty, increased the cost to the consumer without inducing the United States manufacturer to go into the making of tin plate in competition with the already established plants in Great Britain. There was considerable oriticism from those to whom tin plate was a raw material, and a demand arose for the removal of the duty. But Mr. McKinley in effect said: "No, the trouble is that the duty is not high enough to bill which became famous under his name he more than doubled the duty on tin plate, making it 2.2 cents per

What was the result? For two years the price of tin plate remained practically stationary and then as the United States factories developed, the price went down, and from that time on the price has been lower than it was prior to the imposition of the higher duty. And the outcome is, that instead of importing 750 millions of pounds as they did fourteen years ago, they are now manufacturing a thousand million pounds annually, which s greater by several millions than Freat Britain's total output, represents value of about seventy-five million ollars per annum, and gives employment to about 25,000 hands. That gentlemen, is, I think, a fairly striking example of the difference in results produced as between a revenue and a protective tariff. A great industry has een built up, the cost to the consumer has been reduced and at least \$75,-000,000 per annum has been kept in the country.

This, as I said, is only one example and it is typical I claim of the results which can be produced.

PREFERENCE.

And now gentlemen. I would like to say something regarding the "Preference," and I will repeat what I have said on a former occasion. Our associ ation has been criticized extensively on account of the stand which we have taken in reference to imperial preferential trade, and we have been charged with insincerity because we have advocated preferential trade on the basis that the minimum tarif should be protective to Canadian industries. We will stand by that declaration and we contend that it is no visionary preposition. Our critics base their conclusion on the false assumption that adequate protection to nome industries prohibits all importetion. Gentlemen. I ask you to look to our nearest neighbor for a convinc ing proof that such is not the case Notwithstanding their extremely high tariff they are still importing hundreds of millions of dollars' worth of goods and so it would be with Canada - and as our country grew population and in wealth so would this commerce increase and we wish to turn it as far as possible inte British channels,

CANADIANS SHOULD NOT BE THE LOSERS.

Let me again quote from the Birm ingham paper. It says: "The British people should clearly inderstand that, although the Cana dian loves the empire, though he is willing to make sacrifices for the defence of the empire, he does not intend to penalize himself to the extent of a single dollar for the benefit of the British manufacturer."

And in the name of common sense gentlemen, I ask you why should he Wherein would it profit the empire that Smith, Jones Co. of Montreal, should be ruined in order that John Brown of Birmingham be enriched? Our belief is that the greater and more prosperous Canada becomes, the better it will be for the British empire. want to make in Canada everything that we possibly can, and what we must import we want to purchase from our own family, rather than from strangers. Nor are we doing as we should until those imports reach us through our Canadian seaports, in winter as well as summer. Personally I would like to see the pre

ference restricted to goods imported through Canadian seaports - and thus would be given to the trade of your own magnificent harbor just that impetus which is required.

Tonight you have represented here east, centre, west - typifying a United Canada - no longer divided in sentiment or in aim, but one in spirit. Each province interested in and happy at the development of the others, realizing that only in that way can our land achieve her destiny. Sectionalism has been superseded by nationalismpessimism has been swept away by optimism-and ah, gentlemen, think that no burden would fall on the trade what a wealth of right we have to be optimistic.

BOUNDLESS TERRITORY.

Consider Canada's great area, comorising one-third the area of the mighty British empire. Canada the country of unrivalled resources, able to support in comfort and happiness many millions of people. Do you know that if Newfoundland were added to the maritime provinces they would have an area about the same as the British Isles, with their forty odd millions of population

Do you know that between Ontario and the Rocky Mountains we have in the province of Manitoba and the Territories of Assiniboia, Saskatchewan, ducts of our factories, utilizing to a Alberta, Athabasca and Southern Kee-Canadian industries will recognise that day tacking up show-cards and gener-it can be carried to a degree which ally advertising a New Discovery. No watin a country of unsurpassed fertilof Europe, almost equal in size to the in Canada has become almost as ex- empire of India, which supports over SALUS MEDICINAL CO., London, Ont tinet a species as the Dodo, there yet 200 million people. Do you know that

Ontario is larger than Germany, Hoi-British Columbia is equal to Italy, Switzerland and the Austrian empire and that Quebec could take in Belgium, France and the half of Spain I have not included any of our far northern regions, but in what I have mentioned you have a territory the area of which the mind cannot grasp. To attempt to grasp even faintly the

future of this country is to bewilder and exhaust the imagination. The present is but the "happy prolegue to the swelling act of an imperial theme." Is it any wonder that we are all enthusiastic Canadians, determined to try and do our part in building up this land, this Canada of ours, into a great and prosperous nation, a worthy member of that galaxy of free states which form the British Empire. Let us each endeavor to do our part, inspired by the thought of the poet, who said: "Our heritage is hope. We'll rear A nation worthy of the land; And when in age we linger late Upon the heights above life's vale Before we, like the mists, shall merge

In depths of God's eternity, We'll see, perchance, our influence Left dew-like, working for the good Of those whose day but dawns below

H. A. McKEOWN.

H. A. McKeown, in reply to the toast to Canadian Ports of Shipment, spoke as follows:

I desire to express my appreciation and pleasure at being present at the produce the desired result," and in the gathering of such a large and influ ential number of the captains of Canadian industry and commerce. The phenomenal awakening of the people of this country in industrial and commercial life necessitates the consider ation of problems of large importance if we are to make certain that the full benefit of Canadian wealth and industry shall enure to the benefit of the When prosperity Canadian people. visits any country it comes along well beaten path. It advances with toil and pain and effort along the great highways of industry and commerc cast up by the supreme and ceaseles labor of the people. Those who are engaged in the production and development of the natural wealth of any country are too busy to follow the products of their toil through its manu facture to its ultimate consumption That work must be done by other hands. Transportation facilities or land and sea must be provided and by consideration for Canada is the proper and complete preparation of her ports of shipment to handle the great ever-growing volume of Canadian export trade-and, to put its ports in condition and position that they will have no cause to fear competition from the country to the south. Every

ST. LAWRENCE ROUTE IS ALL

ound of Canadian traffic which goe

to swell the exports of a foreign coun-

try by just that much enriches for

eign ports of shipment at the expense of Canadian seaboard cities.

RIGHT.

During that portion of the year wh the unparalleled waterways of the St. Lawrence are available for shipping no competition can operate to seriou ly divert trade from that great maritime highway. But during those months when traffic must look elsewhere for an outlet to the ocean, we feel justified in asking that the national idea be kept firmly in mind by constant recollection of the fact that here, at the eastern gateway of this great confederacy, sits this group of any considerable portion of it—through year or any portion of it would be a firm and unrelaxing grasp upon the whole volume of our own trade and southern rival as we can by any fair neans secure is a primal necessity for the full and complete commercial and

MUST FIGHT TO A FINISH.

This is industrial and commercial warfare, but all nations of the world are commercially at war today. Each one would capture from the other, and does its best to do so, trade which is esesntial to its very existence. And this rivalry is as keen and sharp and unrelenting and merciless as actual warfare. Its captains and generals are the men who control industrial and commercial enterprises, and When they are fighting to open up and retain foreign markets for Canadian products-no matter what rival is forced out-they are fighting for the extension of Canadian industry, for increased employment for Canadian workers, for increased prosperity for the Canadian people. If they fail their defeat is felt far and wide and is evidenced in the straightened circumstances of the home. Governments do not create trade, but they can and do create conditions under which trade either flourishes or languishes. Foremost among the material conditions incident to successful carrying on of traffic is the transportation problem, both on land and sea. Large sums of money are spent, and properly spent, on building railroads, shortening existing lines, assissting lines of steamships by subsidies thereto, and the whole logic of the circumtances would seen to demand that the point at which the steam on land and the steam on sea meet should be furnished and so completely and thoroughly equipped by reason of such transhipment.

MARITIME PORTS ARE READY.

Canadian ports of shipment are adeto handle Canadian export and import trade. Some seven years ago the dis-

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**Builds up the System** 



tinguished and honored gentleman who the sea by the cheapest and most dileads the present administration at Ot- rect routes. If that policy were adopttawa, by invitation, attended the open- ed the traffic would inevitably flow to ing of an exhibition in the city of St. United States ports, as they are some John, and in the course of remarks at some hundreds of miles nearer the the opening geremonies said that he sources of Canadian production than would not be satisfied until every are the ports of the maritime propound of Canadian export and import vinces. trade was carried on through Canad- taking place today. Steamers could ian ports. To the carrying out of this get much larger cargoes of Canadian high national ideal every patriotic Can- goods at Portland, Me., than at St. adian must look forward with pride. John or Halifax. Were we prepared During the winter months when the to let that state of things continue, northern ports are closed, the magnifi- and see our exports and imports go cent harbors of Halifax and Sydney, in through foreign ports for five or six this province, and St. John and St. | months of the year? He thought not, Andrews, in New Brunswick, are cap- We must safeguard all our interests. able of handling the greatest possible No part of the country could afford to volume of traffic that this whole coun- see the interests of another suffer. If try can supply, and let me say that I we are ever to become a great nation mistake the temper of the people who we must recognize that the interests live down here by the sea if they will of the east and west are identical, be satisfied with aught else. A few and unless we are prepared to make sessions ago the passage of a resolu- sacrifices when occasions arise we tion through the dominion house of could never become a united people, cmmons affirming the principle that He thought we could depend on the the Canadian preference should be Candaian people taking a patriotic inconfined to goods imported through terest in their own ports. Some peo-Canadian ports accentuated the pres- ple scoffed at sentiment in business. ent feeling not only of the maritime It frequently exercises a powerful inprovinces, but of all Canada in this re- fluence. He instanced the tariff pregard, Those countries to which this ference on British goods as being policy extends enjoy a material advan- largely based on sentiment. Canadian tage over all competitors, the benefit o them is apparent and it is only right how their goods were shipped. Many and just that trade so fostered should of them now take pains to patronize be made to operate advantageously to Candian routes even at some inconour own ports of shipment, rather than to foreign seaboard cities. But it patriotism was wanted. necessarily follows that our own ports should by their facilities and advant ages be able to compete successfully with foreign cities. I feel that the Canadian people do not demand or expect that the work of equipping and maintaining such ports should be wholly carried on by the citizens of these respective localities and already to a large extent in many quarters this work has been assumed by the people at large. Such a policy is wise and national in its truest sense. But e must not stop at what has already een done. The great seaports of the maritime provinces must be thoroughequipped, for already the factities, though large in many of these places, are overtaxed and their volume of trade is measured by the capacity of

wharfage and dockage accor

FACILITIES MUST BE INCREASED. queen amid its hills and streams with in facilities for expert and import trafthe ocean at its feet. To force or to fic at the seaboard, and in the realizadivert the export trade of Canada—or tion of our commercial and industrial tion of our commercial and industrial independence the only limit that can United States ports during the whole be put on shipping facilities is the volume and extent of our traffic. Let triumph of American diplomacy and it be understood, therefore, that not astuteness and business capacity. Our through sectional or local feeling, but that policy, but it should be extended the capture of as much of that of our the expansion and development of as quickly and cheaply in Canadian whole, ask that all our ports be so equipped and prepared that the swellindustrial independence of Canada. ing volume of Canadian traffic will find vexatious barrier or incumbrance at the seaboard, but be so provided with every necessary facility for the handling of trade that no impediment to Canadian development be experienced. And the time to do this is the immedi-

> premacy and, win or lose, we must aish our course. We, living in these days, have been privileged to see the awakening and evelopment of Canadian spirit and enterprise, the stirring of a strong people conscious of their strength. present generation holds the future of Canada in its hands. Those in the days which are to come must build upon the foundation which we are now laying, and this foundation must be broad and ample to sustain the edifice which shall be reared upon it. The record which we have already made justifies the brightest expectation for the future.

ate present. When trade has sought

and found certain channels, it is diffi-

CANADA MUST GO FORWARD.

The limit of Canadian development s hard to set; it is only circumscribed by the industry and energy of the Can- Other Countries." I suppose the banadian people. How much of suggestiveness is envolved in a recognition of adian company would desire to toast the fact that records of the import reciprocity, and I have no doubt they and export trade of these adjoining countries even now show that every Canadian is doing twice as much trade as every American citizen is doing? All over this country the evidences of prosperity abound, the creation and growth of cities, the development of places before uninhabited, the swelling tide of immigration, the increase and activity of industrial establishments all tell the same story and point to the same conclusion. In the line of progress to which I have the honor to respond tonight, as well as in every line of national development, Canada must go forward to her high destiny with no halting step and no niggardly hand, drawing her support and strength from the unrivalled natural resources of her country and from the industry and genius of her people, whose high ideals serve as an inspiration to those whose activity lies within the circle of her public life.

G. S. CAMPBELL.

In proposing the toast of Canadian Shipping ports G. S. Campbell referred to the increasing importance of the problem how best to get the products of Canadian industry to the sea. Our first impulse was to let nature take ed States, and that was the prevailing her course, and let our products reach notion in these days, when Canada

merchants a few years ago did not care venience to themselves. But more than

MUST GET DOWN TO WORK.

Unless we were prepared to back up our patriotism by energetic action we would get no further ahead. We must overcome the obstacles nature has placed in the way of our maritime province ports. Our rail communication with the heart of Canada must be increased. The curves and grades of the Intercolonial must be reduced. Increased motive power and an ample supply of cars must be provided, Above all our ports must be thoroughly equipped for handling heavy traf-In that respect our ports lamentably deficient.

UNABLE TO HANDLE THE BUSI-

NESS. If Canadian business men were to

take us at our word and ship through The vast increase in Canadian trade maritime ports this winter, we would Halifax, he said we had neither whart accommodation, yard room, cars not motive power for one-tenth of the business that would offer. The gov-erament were doing something. A movement was on foot to nationalize by a realization of the essential part to include Quebec, St. John, Halifax which the ports of shipment occupy in and Sydney. Unless steamers can load Canadian prosperity the people, as a ports as elsewhere we need never expect to get the business. Mr. Campbell concluded with an appeal to the people of the maritime provinces to stand together in the work of developing their own ports. Anything like jealousy among themselves alienate the sympathy of the west. He did not think anything like serious ill feeling existed. Speaking for Halifax business men, he said they rejoiced at the prosperity of every maritime port, cult to change its course. We have and he paid a high tribute to the pluck entered the race for commercial su- and energy which the people of St. John had displayed in equipping their port for winter traffic, and hoped they would have an ever increasing business as a reward for their enterprise. He appealed to the press of both cities to do everything in their power to foster a feeling of good will, so that they might stand shoulder to shoulder in the work of building up maritims province ports.

WATSON GRIFFIN.

one of the foremost economic writers of Canada, responded to Trade Rela-Griffin spoke in part as follows :

When I was asked to choose a subfect for this evening I said "reciprocity," but the toast to which I have to respond is "Trade Relations with quet committee thought that no Canrightly interpreted the sentiment of the patriotic Canadians who are gathered here tonight.

HE NOTICED THE DIFFERENCE.

An Englishman who visited Canada first in 1887 and again in 1904 said that wherever he went in 1887 he found a general desire for reciprocity with the United States, although there was difference of opinion as to how much Canada could afford to pay for a cond visit he only met one advocate of reciprocity, Professor Goldwin

CANADA, THE COUNTRY OF THE 20TH CENTURY.

Undoubtedly there has been an extraordinary change in public sentiment on this question, and an explanation for it might be found by comparing the map of Canada which appeared in Goldwin Smith's "Handbook of Commercial Union" with the map of the Dominion in any Canadian school geography. Mr. Smith's map represented habitable Canada as a mere fringe along the northern border of the Unitwas sometimes describ aving length without ninion had gra ed out, or rather the dians have broadened of its greatness, and w Laurier declares that the country of the twe just as the United ountry of the nineteer voices the general beli-adian people. So, wh comes forward with th nag called reciprocity, used to be very anxio and I thought you wou a deal whenever I got Canuck looks proudly rides and replies: We did not think then would be the winner century, but we do n TORONTO GLOBE SE

Even the Toronto Gl at one time the leadi unrestricted reciproc against a reciprocity 12th of January, 1905, ring to a report that commission would soo tings, said: "If our knew how languid Ca in the whole subject would see little hope commercial treaty The concluding article are significant growing prejudice in that great liberal news with either Great Brita States. We are free a remain so."

That is the general dians. We must be fre tariff as we please who conditions may demar THIS KIND OF A MA

NOT SU However, in an article nary 14th, the Globe s long term treaty wou in Canada, a recipro which could be termina tice by either Canada States would be more garded. Such convent s the Globe proposes tight rope connecting United States, held d by Jack Canuck and Uncle Sam. The Cana tried to make use of tight rope as a bridg States market would rather risky, and if U suddenly let go his e where would the poor

The Globe's proposal ed by quoting an inte Thomson with Hon. C which the minister of reported to have said afford to risk much might be hastily clos dians have not forgot 1866, when Washingto try had got into the its production, and ver tire business, to the Canada was flattened the abrogation of the of that for me. We I production and busing pendent self-sufficient been pursued for ma Does anybody of goo that we will give tha take a re-adaptation States market on a over any short term be done away with

BUT THIS WAS IN DAYS It must be remem the reciprocity treaty

provinces which now

ion had not confed no interests in com eral policy. Ontario known as Upper ar were separated from vinces by a wildernes connection between ern part of Ontario country and to the n the great lone land Bay Territory. West separated from it by tains, was the Brit ony on the Pacific co tered British colon nection with the Un thirty years from United States had fits of a protective p protection, prosperd grown up in every the United States, market of immense But the British Nor vinces had very lo Consequently while towns of the United growing into pop s cities, the pro magnant and many people were forced United States to se farmers of the prov a preference in which partly comp lack of a home ma for the colonies seed deed. It is not sur the high prices of i vailing in the man

> desired free entran AND CIRCUMST FAVOR

By a peculiar com

stances very prosp the adoption of the The Crimean war price of wheat bushel and the pr farm products we However, in 1857. commercial crisis years followed. War, during which time of peace hav quantities of prod of the north, cease those markets, whi a large proportion farmers were fight

Piles and and