

steam vessels of the United Kingdom, which everybody knows was not fair.

Mr. DAVIES. In all sailing vessels and steam vessels of Canada. I included the sailing vessels and steam vessels in my comparison.

Mr. STAIRS. I accept the hon. gentleman's correction, but I am certain it does not affect the case at all, because every one knows that the steam vessels of Canada are in such small proportion to the steam vessels of the United Kingdom that really his correction does not mend the matter for him at all. I would be perfectly willing to revise the figures to suit him, and still I would be able to prove my position. Nova Scotia was estimated in 1878 to possess 553,368 tons of shipping; in 1882, 546,778 tons, or a decrease of $1\frac{1}{10}$ per cent. only, which I claim is a very favorable showing considering the condition of the shipping trade throughout the world. Canada possessed in 1878, 1,330,000 tons of shipping, as against 1,260,000 in 1882, or a decrease of $5\frac{1}{10}$ per cent. The figures taken by the hon. gentleman included both sailing vessels and steamships; but as the number of steamships in Canada is small the difference will not have much effect on the calculation. Prince Edward Island in 1878 possessed 54,250 tons of shipping; in 1883, 49,446, or a decrease of $8\frac{1}{10}$ per cent. In 1882 the shipping was not so large; there was a very big jump from 1882 to 1883, and there must have been some exceptional circumstance in 1882 which reduced the shipping unnaturally. I think I have proved that the cause of the decrease in Canadian shipping during this period of four years cannot be ascribed to the National Policy or to anything connected with it. It has been due to something outside of Canada altogether. I believe the portion of the shipping of the Dominion in which there has been a decrease is that engaged in foreign trade, crafts which leave our ports on long voyages and seldom come back to our shores again. What is the competition which has caused this small reduction? There is no doubt but that it is the large increase in the iron ships of England and of some few other countries. It is due to those iron freight steamers which are now going all over the world, which are taking freight to all parts of the east through the Suez canal, which trade many years ago was done entirely by wooden ships. It so happens that it has not been so much a case of iron against wood as a case of steam against sail, and I am very sorry to say that Canadian sailing ships have not been able to compete in many important trades with the steamships of England. This change is noticeable in our own harbors. Take Montreal. Year by year more of the products of Canada are taken away by steamers, and more and more of our imports are brought to this country by steamers. So it is that our sailing vessels are not able to compete with steamships. We hope and trust, however, that in time Canada may be able to compete with England or any other country in building iron steamers, and that is the only way we shall be able to continue that increase which we made for many years, from 1867 down probably to 1878. It is very difficult for us to compete with the iron steamships of England. It is not only difficult for Canada but for every other country in the world; and therefore, if we are not able to do it here I am sure under the circumstances we need be ashamed of ourselves; nevertheless we must endeavor if possible to attain that end. I should not like to say, or even to hint, that the hon. gentleman's remarks on this subject were made with the intention of deceiving the House; but I think when he came down with figures respecting shipping he should have looked a little more closely into the subject before he presented them to the House and sent them through the country, endeavoring to make Government liable for something entirely beyond their control. A brief remark was made by that hon. gentleman in regard to the export trade of England,

Mr. STAIRS.

and he dwelt upon it, and upon the large increase made in it during the last few years, and also on the value it was to that country. I want to point out here that I think there is something in this export trade of England which we must not overlook. When we observe that it has been holding its own during the last few years we must remember that it is very generally acknowledged by many men in England who are well qualified to judge, the export trade of England during the last few years has in very many important articles been maintained at a loss, or if not at a loss at a very heavy reduction in profits. The people of England have been holding their own, they have been exporting their goods to very many countries of the world, and in very many cases have been sending them in against protective tariffs; but the manufacturers have been obliged, in order to do so, to sacrifice their profits. Is it not a proof that in a large number of important manufactures in England, cotton and iron notably, there are very many of the manufactories idle. This, I believe, is the result: That protective tariffs, which they have been endeavoring to meet, have obliged them to bring down their prices so that in cotton and other particular industries it is now impossible to manufacture at a profit; and the effect of it, I believe, will be that in a few years we will see that English manufacturers will feel still more keenly, than in the past, outside competition.

It being six o'clock, the Speaker left the Chair.

After Recess.

Mr. STAIRS. When you left the Chair, Mr. Speaker, I had been showing that the statements of the hon. member for Queen's, Prince Edward Island (Mr. Davies) with respect to the shipping of the Dominion were totally inaccurate. I had shown most clearly that the causes to which he had attributed the decline of shipping from 1878 to 1882 were not the right ones, and that those causes were entirely beyond and outside the control of the Dominion Government, or in fact of anything within the Dominion itself. I had also shown in the course of my remarks that the hon. gentleman's claim that the increase in shipping from 1874 to 1878 had been caused by action taken by the Government then in power, was altogether inaccurate and not borne out by facts. Both of those things had occurred for reasons altogether beyond and outside the control of the Dominion Government and the people of Canada. I will now go on, with the permission of the House, to take up another question of very great importance to the whole Dominion, that is the question of the effects of the tariff on the sugar trade of the Dominion. This question was argued a few nights ago by the hon. member for South Brant (Mr. Paterson), and in reply to him I am glad to be able to assure the House that it only needs careful consideration of that hon. gentleman's own figures to allow every one to see the fallacy of them. And in treating the question this evening I shall not go out of his figures at all, but shall proceed entirely upon the data he has put before the House. The hon. gentleman in opening his discussion on this particular subject said:

"I think I can make the matter sufficiently plain and can give figures that any hon. gentleman can work out for himself, and ascertain the accuracy of the statements of the Finance Minister, that under this tariff of his the people are getting it as cheaply as under the Mackenzie tariff."

Now I would point out that his first comparison on this subject was made between the price of sugar in bond and the price by retail in a small town in the interior of Canada. His comparison at this time was made at a public meeting, held in the town of Belleville, not long since, I think, and I presume he imagined that perhaps his audience might not see fully the fallacy of his statement. But I can hardly think that any intelligent audience such as is brought