

exports taxed in all foreign countries. I tell the hon. gentleman that that policy will not go down in Canada. I have heard the subject discussed many a time, and the general impression is that the opposition are not in earnest in advocating free trade. Where would our industries be if we adopted free trade—where would our fisheries be?

Hon. Mr. BOULTON—They require no protection.

Hon. Mr. KAULBACH—Our fishermen will know that such is the policy of the Grit party, that the bounties would be taken away from them, that their salt, lines, twines, would have no protection from taxes. The fishing industry has been worked up by the National Policy—by the bounties paid to the fishermen, and the only trouble with our fishermen to-day is that they cannot find foreign markets for their fish—they catch more fish than they can sell. My hon. friend would have this country inundated with the productions of the United States. Such a policy is not in the interests of Canada and whatever the Opposition may say or do, their free trade policy will be condemned in the next election. I am satisfied that the consensus of public opinion will be strongly in favour of the National Policy.

Hon. Mr. BOULTON—What about your shipping industry?

Hon. Mr. KAULBACH—Our shipping industry is prosperous. The tonnage is increasing everywhere. In 1876 the tonnage of sea-going vessels entering and clearing in Canadian ports was less than 10,000,000 tons. Last year it had increased to 20,000,000 tons.

Hon. Mr. POWER—The hon. gentleman referred to the tonnage owned in Canada.

Hon. Mr. KAULBACH—The coasting tonnage increased from 10,000,000 tons in 1877 to 26,000,000 tons last year. I have not the facts before me showing the tonnage of vessels owned in Canada, but I believe there is an increase. So far as the county of Lunenburg is concerned, our tonnage is increasing, but even if the figures show a decrease, it could easily be accounted for by the change in the carrying trade. Wooden ships are going out of use,

and are being replaced by steamships, and one steamship can do five times as much as a sailing vessel of equal tonnage. At one time the harbour of Halifax was a forest of masts, but now the business is largely done by steamers.

Hon. Mr. BOULTON—If the hon. gentleman will examine the government returns he will find that the average tonnage of vessels is just exactly one-half of what he says—that is new vessels built.

Hon. Mr. KAULBACH—It is because we are going out of wooden ships.

Hon. Mr. BOULTON—I am including steam vessels.

Hon. Mr. KAULBACH—We are keeping up with the progress of the country, and of the age in which we live. When the Opposition were in power, they were satisfied with sailing vessels, but we are a progressive people and have a progressive government, and we have adopted steamships chiefly for our foreign trade. If my hon. friend and his party were in power our trade would be done without steamers, as it used to be when they held office before. We used to ship our products to the West Indies entirely in schooners; that business since then has changed. I believe we will soon be building iron and steel vessels in Canada instead of having to get them from other countries. As we develop the iron industry, the facilities for manufacturing such vessels will increase.

Hon. Mr. BOULTON—Protect them by free trade.

Hon. Mr. KAULBACH—I do not know how we could protect them by free trade. It would give other countries the benefit of our markets and would not help our shipping industry. The result of a free trade policy would be that the vessels would be built and owned abroad, and would do our carrying trade, whatever little we would have to export. There has been an entire change in the business of the country, and we do not care whether wooden ships are employed or not: that is solely the business of shippers. The hon. gentleman makes a comparison between the period of wooden vessels and the present time as if we were still in the sailing period. The march of progress is so