Brunswick, like British Columbia, paid more Customs dues, in proportion to her population than other portions of the Dominion, and must, therefore, pay a larger portion of the increase now about to be levied. It was perfectly right for the people and the representatives of that Province to object to it on that account. But there were other reasons of a more general nature against this measure. He believed it to be a tariff framed in the interest of the few as against the many—framed in the interests of the manufacturers, who were the only class consulted. He maintained that the lumberman, the farmer, the shipbuilder, the great mass of the consumers should have been consulted. He objected to it, further, on the ground that high and differential duties would direct our trade out of its natural into artificial channels. They had long had a local trade—called the Bay of Fundy trade—between New Brunswick, the western part of Nova Scotia, and the seaports of the American Atlantic coast. The sections of the Dominion referred to had certain products of a bulky and perishable nature, such as sawn lumber, piles, hoop-poles, staves, laths, gypsum, Albertite coal, hay, potatoes, sheeps' pelts, and other articles which could not be profitably sent to any other market. When New Brunswick went into Confederation, it was a stipulation that they should have facilities for intercolonial trade. They were to have facilities for sending their products to the West, and for getting their products in return. The Intercolonial Railway was promised them for a commercial route. The Bay Verte Canal was also promised them to facilitate that trade. The articles he had mentioned were bulky, and some of them perishable, and could not be sent the long distance of 500 or 600 miles around Nova Scotia, with profit to the Upper Provinces. But the fact is that the Intercolonial Railway had been built by a military, instead of a commercial, route, and he held that, on this, faith had been broken with the people of the city and valley of the St. John, and this was the first and one of the heaviest blows that had been struck at the prosperity of that city and the surrounding counties. The Bay Verte Canal had not been built at all, and the want of facilities for trade with the Upper Provinces compelled them to look for a market for the products he had named, as before, to the seaports of the American coast. They were prohibited, by this tariff, from bringing coal, flour, tea, molasses and other articles they might require from the Americans. In this trade they frequently bartered their products, for convenience and profit, in American ports. It became not only a matter of convenience and profit to the exporters, but was also required for return freights, which—ballast being required—was brought at nearly nominal rates. As an instance of low rates, he mentioned that flour had been brought from New York to St. John in this way at from 10c. to 12c. per barrel. He must say he did think it extremely hard that the Finance Minister, by this tariff, should crush out this trade, so important to St. John and a large portion of the Province. He had before stated that the Province of New Brunswick paid more than a fair share of Dominion taxation. This tariff would increase the indirect tax of the people there about one-third. But, if they got any compensating advantages, it would not be so bad. The hon. member for Cariboo had said, if the people of British Columbia got the Pacific Railway, they would stand any amount of taxation. But New Brunswick was expected to pay this large additional tax, and get nothing in return. He believed they would pay $800,000 additional to what they had paid before. This statement could be easily proved. He would not give the House any figures that he did not believe. He had a full statement in his hand establishing this, which he would not read, as it might be tedious at that hour, but it was a fact that could be verified, that they would pay $800,000 at least, taking last year's importations as a basis. But it had been said they would not, under the new tariff, import so much. He maintained, if they did not, they would pay an enhanced price on all goods manufactured here which they consumed, so that, so far from the figures given being too high, they would pay, in all, more than a $1,000,000 additional, only about one-third of which would go into the Treasury; the balance would go to enrich the already wealthy manufacturer. But it had