

Hon. Mr. SMITH (Westmorland) said he had charged the hon. member for Northumberland (Hon. Mr. Mitchell) with sectionalism in his remarks of today on the tariff.

Hon. Mr. MITCHELL denied that he was an opponent of the Government, but he asserted that he would not have the spirit of a man if he could sit in his place and listen to such charges against himself and his colleagues in the Government as were advanced by the Minister of Finance, and not reply to them. The only thing he had said which could be at all construed into sectionalism—and then that required some stretching first—was when he pointed out the discrimination between the duty on black and green tea, and he thought that in this respect, whether his remarks were sectional or not, at least they had the merit of being true.

The hon. gentleman (Hon. Mr. Smith) had said that the shipbuilding industry was the most prosperous in the country, but did he not remember the period of twenty years when this industry had proved more disastrous to the people than any other? No one would deny that it was an interest which was surrounded by great hazards, et cetera, which had many disastrous results. In the last few years it had been prosperous, and a great deal of money had been made out of it. What had been done for that interest in this country? The hon. gentleman referred them to the lighthouses, but he would ask him if the Great Lakes did not get an equal benefit.

He had not intended to address the House again on that subject but he would have been less than a man if he had listened to the statements of the hon. gentleman who had so unjustly assaulted the members of the late Administration without rising and declaring an injustice.

Hon. Mr. COFFIN believed the shipping interest to be not only able but willing to pay their proper share of the expense of the country. He denied that the tax on ship materials was excessive, and said that he believed the tariff would meet with general approval. Instead of it having been a “back down” on the part of the Government in having altered some of the terms of the tariff, he thought it resounded very much to the credit of the Government in having taken the advice of the people.

Mr. FORBES admitted that he was pleased and gratified that the Government had amended their tariff, but he must say that, with regard to the tax on shipbuilding materials, after having exhausted every private effort to induce the Government to change this measure, he had to come before the House and oppose it.

He looked upon the shipping interest of the Dominion as a manufacturing interest, and, if it was necessary to make a tariff to collect revenue, no one interest should be held up against another. He did not blame the shipbuilding tax, but said that it did not bear equally with other interests. The impost could be borne, but it would not be satisfactory on the ground that he had given. In Nova Scotia they were building large numbers of ships and when it was considered that 100,000 tons were built in Nova Scotia by a population of 380,000, it would be seen how heavily the tax fell. He was sorry to see that sectional legislation had entered into the affairs of Canada, which had never happened before. If this thing

must go on, our shipping would be driven from the ocean, as had been the case with the United States.

The people of Nova Scotia had never hesitated to pay their taxes; but the low, muttering grumbles which came up from his Province showed that they were not satisfied. The amount of the impost was not much, but the principle was wrong, and, if continued, would produce a festering sore which would be long in healing. He thought it fortunate that the elections had taken place in January instead of in February; otherwise the result would have been different.

Mr. DOMVILLE concurred in the remarks of the hon. member for Northumberland (Hon. Mr. Mitchell). He had been sent here to do the best he could, and to give the Government a fair support in all good measures; but this he considered a sectional measure, and it was, therefore, his duty to raise his voice against it. He complimented the Government upon having modified their tariff, but it still needed the pruning knife.

The SPEAKER informed the House that a message had been received from the Senate, announcing the passage of the Bill to amend the Act respecting the construction of the Intercolonial Railway, without amendment.

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

AFTER RECESS

PRIVATE BILLS

The following Private Bills were read a third time and passed:—

To incorporate the Collins Bay Rafting and Forwarding Company—**Mr. COCKBURN**.

An Act to amend the Act to incorporate La Banque d'Hochelaga—**Mr. JETTÉ**.

An Act to amend the Act incorporating the Confederation Life Association—**Mr. YOUNG**.

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SECOND READINGS

The following Private Bills were read a second time:—

To incorporate the Ontario and Pacific Junction Railway Company—**Mr. MASSON**.

Respecting the Federal Bank of Canada—**Mr. KIRKPATRICK**.

To incorporate the Provincial Steamship Company—**Mr. DOMVILLE**.

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THE TARIFF

The debate on the tariff was then resumed.

Mr. GILLMOR said it was a mistake to say that the shipping interest had no duty to pay before Confederation. There was an