

of which we get perhaps one out of 500. The great and important market we have is the home market, and we have shut out from that the cayuses and bronchos that were destroying the horses of our western country. Are we to bring back the conditions we had when they were coming in with impunity? It would be a bad day for the western horse and for the western farmer, a bad day for Ontario and Quebec whose farmers have such a splendid market there. We are told that the Canadian market is of little value to our people, but the Minister of Agriculture told us the other day that the home market is increasing at the rate of \$2,000,000 a year and it is already by far the most important we have in point of volume as it is in point of value; four times as much as there is a surplus to export.

Are they willing to let that market be destroyed? I say keep the home market for the Canadian people and unless we do that we will not be doing what is right. Will this agreement help us? In my judgment it will do us very serious injury. It will break up and injure our present lines of transportation and foreign trade which are interprovincial, which are from east to west. To-day the trade is carried by our own lines of railway and steamer through our own ports and through our own great cities. It will break up that trade and will carry it to the south, to the American market. It will seriously injure the earning power of our railway and transportation companies and of those men who own vessels and who are making a good living out of the carrying trade. They will be seriously struck by this treaty. It will injure as well the Canadian ports and cities through which these goods are carried. It will injure Port Arthur, Fort William, Winnipeg and the ports on the Georgian bay, but it will build up St. Paul, Minneapolis, Duluth and Chicago. Is that the national policy that we should desire, is that the national policy that is good for the Canadian people? It is no more suitable for them to-day than it was in 1879 when we introduced the national policy as being suitable for Canada. We have now an interprovincial trade of vast importance, of great value to the people of Canada, from west to east and from east to west. This will be broken up and our trade will be drawn off by the various lines and branches that tap our country every few miles of a length extending from 2,000 to 4,000 miles. The trade which goes through Ontario, which filters through Quebec and the maritime provinces and passes Halifax and St. John on its way to England, will go through the United States by way of Chicago, Boston, Portland, New York, and Canada must inevitably suffer on account of being deprived of the inter-

Mr. SPROULE.

provincial trade and the transportation which she now enjoys and which will be taken away from her if this agreement is carried out. It will divert trade from the great cities and towns of Canada to the great cities and towns of the United States. Winnipeg is one of the largest cities in Canada to-day in her population, wealth and enterprise. What will she be in future years? It is true that she will go on developing but not at the same rapid rate as she has been developing of late years. It will be a serious blow to her if that law goes into force, because the wheat that is shipped through Winnipeg and inspected there will be turned from that route, and sent down across the boundary line, not touching Winnipeg at all. It will not reach the terminal elevators and the complaint of the western farmers that the terminal elevators do them an injustice by mixing their grain will be very largely removed because their grain will go to the western states and find a market at Duluth, Chicago, St. Paul, Minneapolis and Superior, instead of Toronto, Montreal and the maritime provinces. That will be the result, and therefore it will do them a great deal of harm. It will Americanize our trade and commerce. Two thousand commercial travellers go out every week from Winnipeg away through the western country with their samples to take orders for the products of our country and England that are distributed through the wholesale houses of Winnipeg to that western country. One hundred million dollars worth of goods are distributed every year through the wholesale houses of Winnipeg to the wholesale and retail stores of the west extending from Winnipeg to the Pacific ocean. Those goods are distributed on account of the orders taken by the 2,000 commercial travellers. What will happen to them? They will be supplemented by from 2,000 to 4,000 American travellers from Chicago, St. Paul and Minneapolis, selling American meat, American cured beef, fresh beef from Chicago and Kansas City, and other goods from the United States. They will become serious competitors of these commercial men.

But, this agreement will do more than that. I say it will Americanize the commerce of our country. We have many Americans in the west who are accustomed to the products of their own country and they will buy them in preference to ours because they know them better. They will establish a demand for them, and these commercial men will get their orders. These orders will not be sent to the Winnipeg wholesale houses but to the wholesale houses of Chicago, Duluth and Minneapolis, to the detriment of our great Canadian cities, especially to the detriment of Winnipeg and to the benefit of the Ameri-