

increased only some \$14,000,000. There must be something wrong. I am an agriculturist myself, living in the interior, 300 miles from any port, dependent on railway transportation, and I am brought into contact with the agricultural classes. It was their loud and constant complaint that led me to look into the question, so far as our commercial policy is concerned, and to figure out for myself these facts, that I might be able to discuss the question here before the Senate. I now come to the total exports of agricultural produce over produce entered for home consumption; that is going back to the foreign trade again. During the first two years the total value of agricultural products, over what we exported as the produce of Canada, was \$29,000,000. During the second period it was \$26,000,000, so that in ten years there has been a falling off of \$3,000,000 in the value of the agricultural exports passing through Canada. Now, why is that? It is a great loss to the people of Canada. Instead of falling off, that trade should have increased 25 per cent. at the very least, if the people of Canada and our home industries had been in a prosperous condition. Then we come again to the exports of animals and their products, and we find in this a more healthy state of affairs. In the first period it was \$156,000,000, and in the second \$247,000,000, or an increase of very nearly \$100,009,000. To what are we indebted for that increase? Has the National Policy brought it about in any way? The reason of it is that the facilities for shipping cattle have been increased of late years. The first shipment of live stock across the Atlantic was in 1874; since then we have learned how to ship cattle to Great Britain with the greatest facility, and the prices that we get in the English market are infinitely better than we ever got from the United States.

Hon. Mr. KAULBACH—What has given us the increased facilities?

Hon. Mr. BOULTON—The raising of the beasts in Canada and the demand for the shipment of them to Great Britain—that is how we have got the increased facilities. So far as the National Policy is concerned, our facilities have been reduced. The complaint is made in Montreal—the facts were published only the other day in the newspapers—that better facilities are required. The Allans have memorialized the Government to restore the carrying trade in iron to its original position,

so that they could carry the produce of the country across the Atlantic at cheaper rates.

Hon. Mr. KAULBACH—If you had not the National Policy would you have had these cattle to ship?

Hon. Mr. BOULTON—Certainly. The National Policy only imposes on the people who raise these cattle burdens too heavy to be borne.

Hon. Mr. KAULBACH—Would you have the North-West opened up for the raising of these cattle?

Hon. Mr. BOULTON—No; to that extent I acknowledge the National Policy has done good to the country—that if we had not had that policy we should not have the Canadian Pacific Railway now; but we have the Canadian Pacific Railway, and what we want now, since we have spent our money and added largely to the debt of the country for the construction of that line, is some relief from the burden that we have to bear. That burden has to be borne by those who raise the cattle and wheat that we export. We have less going out of the country to pay that debt than we had in the first decade, and therefore the people who live in the country have to bear that burden. Instead of having more people attracted to the country, and more foreign trade to assist in paying it, the burden is laid upon those who live in the agricultural districts. Notwithstanding our fine fields of wheat and herds of cattle, there is not money enough left in the pockets of the farmers to justify them in believing that they are prospering under the present policy. I now come to another statement which shows a very gratifying increase, but an increase which does not result from the National Policy—that is, the yield of our fisheries. The export of products of our fisheries during the first decade amounted to \$59,000,000; during the second decade it was \$83,000,000. In the first period the fisheries yielded \$110,000,000, and during the second period \$189,000,000, so that in consequence of the increased transportation facilities that have been given to us, the consumption of fish in the country has largely increased, and added to the wealth of the fishermen, while the export also has been maintained. It is only in these products that we can congratulate ourselves on a decided increase—the products of the farm and the products of the sea. But the products of the