

into the Canadian market, and what will be the effect of throwing the preferential West Indian market open to the fish of Newfoundland and the United States?

Mr. KYTE. That is a question that was propounded twenty years ago: What effect will Newfoundland have upon our markets? For years and years fish came into Halifax and were distributed to the ports of the West Indies and the United States, and it did not appreciably affect the price so far as the maritime provinces are concerned. Newfoundland fish largely go to Spain and Portugal. Halifax and the American markets have not been considered a very considerable object for the fish producers of Newfoundland. They have their trade connections with Liverpool and the Mediterranean, and they ship direct to Spain and Portugal, and some times to Brazil. Therefore, the people of the maritime provinces will suffer little from the competition of Newfoundland.

Now, I desire to refer to another item in which Nova Scotia is interested, the item of gypsum. I have heard hon. gentlemen opposite proclaiming that the natural resources of this country ought to be kept for the people of this country. That is a proposition with which I entirely agree, provided that those natural resources are to be made a source of revenue to the people of this country who are now in life and their immediate successors. If they say that the natural resources of this country should be locked up for the benefit of some enterprising speculator in the next century, I decline to accept that proposition. I say that the natural resources of Canada are for the people of Canada to-day as well as for the people of generations to come. We have large deposits of gypsum in Nova Scotia, and have been endeavouring to find a market for our gypsum. But, the encouraging encomiums made by the hon. member for North Toronto (Mr. Foster) with respect to the home market and the market of Great Britain, have not brought any consolation to the owners of gypsum deposits in Nova Scotia. A few years ago a trade of modest dimensions grew up in the shipping of gypsum, inaugurated by an American company that had vessels engaged in carrying gypsum from Windsor to different parts of the United States. But that business has been limited owing to the duty on gypsum. As this is an article which is not of very great value in its raw state, shippers could not compete successfully under that duty, no matter how small it might be. But let me read a telegram from Washington which appeared last week in the New York 'Post,' which will show the effect that this arrangement will have on the gypsum trade of Nova Scotia:

The ship-building industry of the country is vitally interested in the agreement, as is

shown by a telegram received by the President to-day from the Staten Island Ship-building Company of New York. The telegram states that free gypsum provided by the reciprocal arrangement means an order for that firm to build a large fleet of American steel ocean-going vessels of 7,500 tons capacity each, to transport the gypsum from Nova Scotia to the manufacturers of the Atlantic sea-board.

That indicates that there will be great activity in the shipping of gypsum from Nova Scotia within the next few years. In the Island of Cape Breton, the whole coast line of the Bras d'Or lakes is filled with gypsum deposits of enormous-value to those who make use of it for the usual purposes of trade. But, with the exception of the Keystone Plaster Company, which has been doing business in a rather small way in the constituency of my hon. friend from North Cape Breton (Mr. McKenzie) during the last five or six years, not a pound of gypsum has been sent from Cape Breton to other parts of Canada, to the United States or elsewhere. I am aware that a strong financial concern in the United States has had their representatives in the Island of Cape Breton during the last few years going over gypsum properties, having them bonded, and making arrangements to have gypsum shipped into the United States notwithstanding that the duty was adverse and that the profits would not be what they desired. Under the present arrangement, a tremendous boom will take place with respect to the shipping of gypsum to the United States, and the natural resources of Nova Scotia in that commodity will be made to pay tribute to the people of this generation as well as to the people of generations to come.

There is another large item, the shipping of sheep and lambs from Nova Scotia and the maritime provinces. I do not desire to occupy time by referring particularly to all the subjects which are vitally affected in this arrangement. Other hon. gentlemen who are to follow me, will, no doubt, take up the discussion of these items. But I desire to say that the opposition which this measure is receiving from hon. gentlemen on the Conservative side is quite in keeping with their attitude on every other question of public policy propounded by this government, no matter how beneficially it ultimately resulted to the people of Canada. I have particular reference at the present moment to the Fielding tariff and the British preference which was submitted to this House in the session of 1897. I have here the speech of Sir Charles Tupper, who was then the leader of the opposition in this House, a distinguished imperialist so far as his utterances at all events during a long life are concerned, and a gentleman who, would not be considered by hon. members opposite as for a moment assuming a position of disloyalty to the empire.