

closer together the people of the British race, could not be exhibited anywhere than in every part of the four colonies which I had the honour of visiting, and I shall never forget, personally, not only the attention, but the kindness which was extended to me during that trip. My hon. friend said that the trade of the country was falling off. It is true that the trade with Australia in the last year has fallen off. Is it necessary for any reasoning person—is it necessary for any one who knows the financial position that Australia has been in for the last two or three years—is it necessary for those who have read the papers and know the position of the American continent generally, outside of Canada, to come at once of a conclusion as to the reason of that falling off? Has it fallen off more than the trade of the United States? I tell the hon. gentleman that it has not. In 1892 our trade with Australia amounted to \$436,603. It fell off last year to \$288,352 being a falling off in that year of \$148,581. But I find in looking at the figures that for the last five years the aggregate trade between the Dominion of Canada and Australia has been \$2,446,391, while for the previous five years it was only \$1,852,873, showing when you compare the two periods, that our trade has been gradually increasing, although we have had no direct communication with that country other than by sailing vessels, while the United States has had a subsidized line of steamers running for the last 20 years between the Australian colonies and San Francisco. We find that in 1892 the trade of the United States with Australia was \$11,246,474, and in 1893 it fell to \$7,881,000 being a greater percentage of falling off with a country that had direct steam communication than with a country that had no communication other than by sailing vessels, and that only occasionally. I predict that with steamers that trade will steadily increase as the years roll along. As an illustration, take the six months ending the 30th December, we did only some \$7,000 worth of trade with the Sandwich Islands, the capital of which as my hon. friend knows, is Honolulu. During the last six months, that is during the period of the existence of this line of steamers, it has run up to between \$60,000 and \$70,000. It is not much, I admit, in the trade of a country, but it shows a gradual growth and I think we may look forward to a time when we shall be pleased with the

idea that we subsidized that line and created that connection. My hon. friend did make use of an expression that I deeply regretted to hear fall from his lips. I say it in all sincerity. It is a misfortune in this country, whenever a proposition is made by which we hope to build up our country either by subsidizing steamship lines or by the construction of railways, opening up and developing its resources, that some politicians begin to decry the enterprise at once. It is not long since we were told that we were expending hundreds of millions of dollars in order to make a connection across the mountains with British Columbia. The present Opposition at one time told the people of this country that the Canadian Pacific Railway would never pay for the grease that would be necessary to lubricate the axles of the trains running across the country. Another ardent politician told the country that the ties at one end would be rotted out before we could finish its construction through the Rocky Mountains. It was by this kind of statements—I cannot dignify them by the term of arguments—that difficulties were thrown in the way not only of the Government but of those who had the great enterprise in their hands and were endeavouring to carry it out. What do we find to-day? The same policy exactly pursued in connection with a fast line of steamers across the Atlantic. We were told in the other branch of the Legislature and the remark was repeated here the other day—that the route by the St. Lawrence could never be navigated to any advantage which would justify the expenditure of that amount of money and the establishment of that line—that fogs, icebergs and other obstacles were constantly presenting themselves to the navigators of this route. Was that all? Why, worse than that, my hon. friend made use of this unfortunate expression that he did not believe it would be profitable to British investors to put their money into this enterprise. What effect, I ask, can that have upon the money market of England, when Mr. Huddart, who has entered into this provisional arrangement, goes upon the market and asks the capitalists to assist him in establishing this line? No man knows better than my hon. friend that there is nothing so sensitive as the money markets of any country, for the moment you touch a man's interest that moment you lead him to refrain from touching speculations that he