

place Custom House Officers at Windsor and Sarnia, and on the Welland Canal, and at the outlets to the ocean, who should say to these shippers: "You shall not use our avenues of trade unless you also use our Customhouses, and give bonds to us that the vessels will be returned." They would have us place obstacles in the way of a trade that employs thousands of our sailors and artisans every year. No greater act of madness could be perpetrated at a time when we are expending \$30,000,000 in perfecting and making complete our system of canal navigation, than to go to work and erect a huge fence along our boundary line and thus prevent these foreigners from giving us their trade. The Americans ruined their foreign trade by adopting the protective system, and we are invited to follow their example! If they mean by a protective system that we are to restrict our trade; that we are to live by ourselves without commercial intercourse with the outer world, then, sir, I can understand what these gentlemen mean when they speak of Canada for the Canadians. They might as well say that that well-known gentleman, Mr. Robinson Crusoe, kept the Island of Juan Fernández for himself. (Loud laughter and cheers.) In fact, sir, the very idea of protection is embodied in Robinson Crusoe building his own house, and with a knife made out of bone, whittling a weed out of which he made cloth, and with needles of bone stitching it into articles of clothing. That was protection to home industries with a vengeance; and, most undoubtedly, Robinson Crusoe was the leader of the Protectionist party of the Island of Juan Fernández at that time. (Loud laughter and cheers.) Let any one of our protectionist friends of this day and generation who are so fond of impossible theories, go and live on an island as Mr. Robinson Crusoe did, and thus practice what they so ardently preach. (Renewed laughter and cheers.) I not only believe in having Canada for the Canadians, but in the United States, South America, the West Indies, and our share of the European and Australasian trade. (Loud cheers.) By the exertions of the present Administration we have managed during the last year, by a judicious exhibition of what Canadian industry can do under a revenue tariff—to show the people of Australasia that we can make better agricultural implements, carriages, edge tools, and other articles, and build better ships than they can; and within the first six months after the Exhibition closed we had exported nearly half a million dollars worth of our goods to that region. (Cheers.) But these gentlemen want us to use all these ships ourselves; they insist on us, as Canadians, consuming all the Canadians make; they will not allow us to sell unless we can find a nation so foolish as to buy our goods on our terms and sell theirs on our terms also. Now, sir, you cannot possibly buy just as you please and sell just as you please. The man who trades must sell before he can buy. Look at the folly of the United States in this respect. There are three articles, and only three, I think, that their tariff absolutely prohibits the importation of, and they are spurious coin, obscene prints and ships. (Loud laughter.) They class them together as the three articles which they will not allow on any account to come into the country. All those who have been in the United States know that a great deal of spurious coin is imported, nevertheless, and many indecent prints, but they don't seem to think very much about it. But from the time that that country adopted its present navigation laws there has never been a ship imported into the United States. They passed these laws nearly one hundred years ago, when they used to wear the old slouched hats and small knee breeches of the Puritans, and they seem to have forgotten that the world has progressed since that time. And what is the result of their foolish policy? At the present moment there are leaving the ports of the United States for Europe nearly 150 steamships laden with the produce of the country, and every one of them but four are sailing under foreign flags. (Hear, hear.) Now, it is not that the Americans are deficient in mechanical effort or skill. As a people they are able to make as good ships as the British are. The best proof of that is given in the fact that before England repealed her navigation laws, when they were pursuing the old and restrictive system as well as the United States, the latter were then on equal terms with Britain, and were fast gaining on the United Kingdom shipping. I do not know the precise difference between them, but my impression—speaking from recollection—is that at the time these laws were repealed the United States were not more than from half a million to a million tons behind the entire tonnage of the British merchant navy. To-day Great Britain has over eight million tons of shipping. And the United States have no more than they had twenty years ago—(Hear, hear.)—and Canada, with four millions of people, and with a seaboard that may be said to be confined to Quebec, Nova Scotia, New Brunswick and Prince Edward Island, is fast overhauling the United States, and if they persist in maintaining their restrictive system it will undoubtedly be the case that Canada—small population and weak in developed resources as she is—will succeed in doing so. (Cheers.) I am quite sure of one thing, and I believe you are, too; and that is that our friends the conservative leaders do not mean what their speeches seem to indicate on this question. I know it is not possible for any Government that could come into power in this country to adopt a protectionist policy, for if you cease to raise a revenue by an impost on articles imported for use into the country you must raise it in some other way. Now, the man that goes before