

has ceased to exist. We can all remember the good old times when ship-building was in a flourishing condition in this country. Why, in the city of Chatham we had a large ship-building industry and built some of the largest ships ever floated on the lakes. One hundred and fifty to one hundred and seventy-five skilled mechanics were then employed in our ship yards; but since the National Policy came into existence this industry has disappeared and the grass is growing where, in those days the sound of the hammer and the chisel was heard. Why should we build vessels, when by our policy we are making it impossible for them to earn dividends? Is it not the most outrageous policy ever perpetrated? Here in the railway committee, we had a long discussion as to whether we should grant a charter to a company to build a bridge crossing the Detroit river at the city of Detroit. Men were coming forward with their millions of dollars to invest in a bridge that would span that beautiful river at the city of Detroit. What for? Not to look at, but to facilitate the trade and commerce of the two countries—to remove the obstacles that stand in the way of transportation from the west to the east. But while we have men thus coming forward to build bridges and tunnels and remove natural obstructions, our Government raises artificial barriers to prevent trade and commerce. Why, last year, we bought and sold from the United States no less than \$88,000,000 worth. Our whole trade with England was no less than \$107,000,000. The Controller of Customs boasted that our trade with Great Britain had increased while our trade with the United States was decreasing. What is there to boast about in that? Does he not know that every dollar we send into the United States, we have to throw over a wall thirty-five to forty feet high; and that every dollar they send into this country, they have to throw over a wall erected by this Government thirty-five to forty feet high. There is no duty charged on anything we send to England, and yet we send almost as much to the United States. When we look at the position of this country and the United States, when we look at the vast trade that could be developed if we only had access to the American markets—and it is a policy of the Liberal party to take every possible steps to secure reciprocity with the United States—we cannot understand how any one can approve of the suicidal policy of the Government. No doubt, if the Liberal party were in power, as I believe in a short time they will be, it would not be long before the barriers separating the two countries would be removed, and then an era of the greatest possible prosperity will open to this Canada of ours. We cannot conceive of any act which you could place upon the statute of this country that will confer anything like the advantages which will be conferred by a reciprocity treaty with the United States.

Mr. CAMPBELL

I see the Controller in his seat, and I know something about his county, and I know that the people of his county would be benefited very largely by such a treaty. Last year thousands of bushels of barley raised in his county were sold in Toronto at 42 cents a bushel, when right across the way at Buffalo the very same barley was selling at 60 to 65 cents. If a reciprocity treaty could be arranged, as I believe it could, there is nothing that could confer anything like the advantages upon the people which such a treaty would. It would throw open the great coasting trade of the continent to our people. Last year there were over 7,000,000 tons of iron ore which came down the Great Lakes, and it is a lamentable fact that only 5 per cent was carried by Canadian vessels. But once you open the coasting trade to the people of the Dominion, once again the sound of the chisel and hammer will be heard, and our sailors will not have to seek on foreign shores the employment denied them at home. I am heartily in favour of the resolution placed in your hands, Mr. Speaker, by the hon. member for South Oxford (Sir Richard Cartwright). It is a resolution which ought to receive the commendation of this House, but whether it shall or not, one thing I must say and that is that when the appeal is made to the people, the Government will find out that the National Policy has run its course and can no longer be relied on.

Mr. LECLAIR moved the adjournment of the debate.

Motion agreed to; and debate adjourned.

Mr. FOSTER moved the adjournment of the House.

Motion agreed to; and House adjourned at 12.15 a.m.

## HOUSE OF COMMONS.

WEDNESDAY, 22nd May, 1895.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

### FIRST READING.

Bill (No. 96) to incorporate the International Radial Railway Company.—(Mr. Mas-son.)

### CULLERS' OFFICE, QUEBEC.

Mr. RINFRET (for Mr. Langelier) asked, 1. Whether there is anything owing at the Cullers' Office, Quebec, for inspection dues? 2. How much is due and owing? 3. By