

her greatest dependencies. From the United States last year, we imported \$33,000,000 of dutiable goods, and \$15,000,000 of free goods. Of course the disproportion between dutiable and free goods imported from a country which is our near neighbor, separated only by an imaginary boundary, will be far greater than in the imports from any other country. We find also in the Trade and Navigation Returns, most interesting and important statistics, with respect to the growing commerce of Canada. We find that last year entries of vessels into Canadian ports, under the British flag, were 7,344, out of a total of 10,638. The total tonnage of those vessels was 3,933,152. There were entered under the flag of the United States 2,387 vessels, having a tonnage of 950,453—about one-fourth of the commerce, although we are such near neighbors. The vessels entered under the flag of Norway and Sweden, numbered 704, with a total tonnage of 387,652, while those entered under the French flag numbered 58, with a tonnage of 36,286. Of the English shipping entering our ports 1132 were steamers and 6,282 were sailing vessels. Of other countries 1257 were steamers, and 2,057 sailing vessels. This is a most gratifying exhibition of the great trade which is rapidly increasing between the Dominion and other countries—particularly with the mother country. But the statistics of our inland navigation are even more gratifying. In Ontario ports the Canadian entries were 4,681 steamers of 1,011,185 tonnage; United States steamers, 2,731, of 473,237 tonnage; Canadian sailing vessels, 5,587, of 729,612 tonnage; United States sailing vessels, 2,230, of 196,748 tonnage. For Quebec the entries have been: Canadian steamers, 290, of 58,506 tonnage; sailing vessels, 754, of 66,083 tonnage; United States steamers, 115, of 9,594 tonnage, and 1,062 sailing vessels, of 105,580 tonnage. In the Nova Scotia coasting trade the arrivals have been 6,615 vessels, of 709,167 tonnage; departures, 6,857, of 812,905 tonnage. In New Brunswick the arrivals have been 4,435, and 4,426 departures, with a tonnage of 815,957. The coasting trade was greater even than this. Of British vessels there arrived in transire 1,598 steamers and 7,463 sailing vessels, a total of

9,061, with a tonnage of 1,336,990, and crews numbering 63,479 men. Of foreign steamers the entries were 56 steamers and 49 sailing vessels, total 105 vessels of 64,726 tons, and 1,890 men. Coasting under license there arrived 17,298 steamers and 11,496 sailing vessels, making 28,794 vessels with a total tonnage of 6,111,827, and 300,975 men. That, I think, gives an idea, but only a vague idea, of course, of the vast connections which Canada has with the outer world, of the great and growing importance of her trade, and the necessity that exists for proper laws to regulate that trade, and it also gives us a glimpse from what now is, of what may be the future of this great country, if that future is regulated by salutary laws, and if a policy is adopted which will tend to foster, and encourage the industries of the Dominion and develop its commercial interests. I have had the curiosity to see how our position compares with that of the great country alongside of us. We are constantly hearing of the enormous growth and development of the United States. We hear of its rapidly increasing trade. We hear that it is overshadowing every other country in the world in the rapidity of its growth in wealth and population; and there are not wanting those who in every public discussion in this country bring up the Republic as an example, now for a warning, and again for our encouragement. It was frequently referred to on the stump, in the press, and on the floor of the House when we talked of establishing a protective policy; it has been held up to us as a warning in other respects. It has been held up to show us that it had recovered from the financial depression sooner than we did. It has been held up to us as offering such attractions to our people that it was taking from us the bone and sinew of the country. Those who thus referred to it were not always logical in their arguments, because while they largely attributed the exodus from this country to the fact that we had adopted a protective policy in humble imitation of the United States, and the people were leaving us on account of that fiscal policy, it was not always stated that they were jumping from the frying-pan into the fire, in going to a country where a stringent policy of protection had been for years in force,