

his own county. Do not forget, Sir, those 14 harbours and 163 miles of railway.

Some hon. MEMBERS. Hear, hear.

Mr. MONTAGUE. Now let us see what the hon. member for North Norfolk (Mr. Charlton) thought of free corn to the United States. He says:

I hold that to give the Americans free admission for their corn is granting them a concession to which they are not entitled.

That is good sense.

I hold that we ought to retain corn in the dutiable list until we can get some consideration from the United States in return. I know that the American farmers of the west hold our market for their corn as an important one, and I know that in the great majority of cases they will say to us: We will not object to giving you free admission of hay, free admission of potatoes and free admission of barley, in some cases, if you will give us free admission of corn.

Well, Sir, despite the protest of the hon. gentleman (Mr. Charlton) this government gave away this thing to the United States of America, this thing which we had to trade, and then they went to the United States of America to try and get something in return.

What else did they do? They gave to Great Britain a preference without getting anything in return, and as the hon. gentleman (Mr. Charlton) says: when they got down to negotiations with the United States, they were immediately faced with the preference which had been given to Great Britain and which, as he says himself, aroused hostility in the minds of the American people at every turn. I have said that these gentlemen on the Treasury benches are great at giving away things for nothing. I remember one morning when there were some gentlemen who made the air blue in the city of Hamilton. We have a large coasting trade in this country. That coasting trade has been rapidly increasing. As the prairies of the North-west have become cultivated the millions of bushels of grain have been coming down, and our shipbuilders and shipowners have been doing their very best to reap the advantage of that trade, and recently the shipping industry has developed a very great deal indeed. Some capitalists in the city of Hamilton put their money into a great enterprise; they organized a company, subscribed their stock, paid in their funds; sent their agent to Great Britain to order ships in order to accommodate this increased coasting trade of Canada. And after their man had gone to Great Britain and ordered their ships, they awakened one morning to find that these gentlemen in the government opposite, who give things away for nothing, had passed an order in council—absolutely illegally—turning the coasting trade of Canada over to the United States without getting a single thing in return. Well, Sir, the words

which were spoken in Hamilton that morning are not to be found in the psalms of David, and these gentlemen came down to the city of Ottawa. My hon. friend from Hamilton (Mr. Wood) knows these things just as well as I do. He was interested in the company; interested in its success. They came down to Ottawa and they told this government opposite: You cannot do that for if you do we will turn you out of office. And turn them out of office for what? For giving away that for which they did not receive anything in return. That is just what I say: the farmers of Canada to-day would be justified in turning these gentlemen out of office because they are giving away of the farmers' products, what they are getting nothing in return for. It is a return to the old Liberal policy for the pursuance of which the farmers of Canada ejected these people from office, in 1878. Let me add here, not only have their promises to get reciprocity with the United States not been carried out, but to-day they know there is not a shadow of a chance of that being secured. We told them they would fail. Who was right? We told them they were humbugging the people, and the people have been humbugged accordingly.

As to the coasting trade, the Conservative government had placed upon the statutes a statutory offer, which said to the United States: 'When you give our vessel owners a part of your trade you can have a part of ours, but not until you do that can you participate in our coasting trade' Were we right? Yes, Sir. Every sensible man in Canada says we were right.

Now, Sir, how shall we get to the market of England in the best possible shape. At the present time, that can be accomplished by having cold storage for a large amount of our products, and upon this question of cold storage the Minister of Agriculture (Mr. Fisher) has taken every bit of credit in connection with its establishment in Canada. True, the other night he did say, that a one-horse system existed before 1896,—that is quite an admission from him. But just a moment before he used the phrase 'one-horse system,' he gave us some figures and these are the figures. He told us that in the following years, the amounts stated were paid the railways for cold storage:

1895.....	\$2,807 45
1896.....	2,526 37
1897.....	3,734 17
1899.....	3,275 52

Who started the cold storage system? These figures answer, Sir—the Conservative government. And I submit to this House that if the expenditure of 1896 being \$2,526. is a one-horse concern, the expenditure of \$3,275, in 1899, is not a full team.

Some hon. MEMBERS. Hear, hear.

Sir CHARLES TUPPER. It was only one horse and a donkey.