

and with greater facility in the United States than in free trade England; and further on he remarks that France has to go over and buy from a free trade country, England, the ships used in their own trade. In one case the hon. gentleman points to the deficiency in pumps as a proof, and in the other case to the surplus of shipping as a proof that British trade is decreasing under free trade policy.

HON. MR. KAULBACH—And both are correct.

HON. MR. McCLELAN—The hon. gentleman remarked that he believed farming to be the basis of all industries, and without it we could not get along and prosper. The hon. gentleman is right at last; he is in accord with that distinguished gentleman, Daniel Webster, who spoke of commerce, agriculture and manufactures as being the three great pillars on which is based the prosperity of a country—the greatest of which is in the centre; the greatest is agriculture, and there comes in the great evil of these high protective duties with which the farmers are handicapped, and which hinders the development of the cattle trade in the Lower Provinces. My hon. friend must know that to carry on stock feeding successfully in Nova Scotia and New Brunswick, the farmers must import corn or other produce to feed their immense herds. It would be well perhaps, if they had a level country, to raise this produce themselves; but they do not do it, and they have to import the corn which, to a great extent, they use in fattening their stock, and which is subject to this vexatious duty. He spoke of the great facilities that were given for the transportation of cattle by shipping to foreign markets. I understood him to say that there has been a reduction of freight. I do not know that anything of the kind has been secured by the action of the Government; I do not think they have interfered with the shipping rates in that way, or that they have done anything to facilitate transportation; but what they have done, in order to have an argument for putting a duty on corn and flour, they carry the coal from Nova Scotia to Montreal at a nominal rate—almost free;

at all events, it is not more than one-sixth or one-fifth, at the outside, as much per mile per ton as is charged for transporting farm produce. I have not got the figures here to substantiate that statement, but I believe it to be correct nevertheless. I believe that the owners of the Spring Hill Mines, some of whom I believe have become rich, do not pay more than one-eighth of a cent per mile per ton to transport their coal for 700 miles—from Spring Hill to Montreal—and I believe it costs a farmer for his cattle, his hay and grain, and the lumberman for his supplies or products, five times as much for any transportation done for them. And why is that? Simply because the farmer is not in a position to come up here, like the president of a large corporate body, or the manager of a factory, and demand "protection," as they call it. The farmers are simply at the mercy of the other interests. Their interests are handicapped and injured by the demoralizing effect of a protective policy, and yet there is money in the savings bank; still the farmers are progressing—the cheese industry is prosperous; but that state of affairs has not been brought about in any way by the National Policy. It has been brought about, and is continuing in spite of the National Policy, and the disadvantages which that policy has created for the agricultural interests. Agriculture is the industry that is developing and sustaining the country; it is the central pillar which is maintaining and keeping up this Dominion, and when the time of depression comes, as perhaps it has come to a limited extent at present, the farmers will have to bear the burden, and the poor operatives who are turned out of doors without a knowledge of any other business will be dependent upon the farmers for subsistence. Such has been the case in all highly protected countries, as the hon. gentleman well knows. So it is with the lumber interest. The lumber interest is not protected; no one pretends that it is. The Finance Minister himself stated that it was not—that it could not be protected; that everything the lumberman buys for his business—his plant, his supplies, pork, flour, beans and everything which he requires in the way of supplies and clothing for his men, is naturally advanced in price, and notwithstanding this drawback the