

British market realizing a far higher price than those we send to the United States. Now we come to the export of petroleum. In 1885 we exported 337,000 gallons of petroleum, and in 1889 we only exported 235,000 gallons, showing a decrease in the export of petroleum in six years' time. The consumption of petroleum from 1879 to 1884 was 6,169,000 gallons of Canadian production, and 3,000,000 of American production. During the latter period of six years the consumption of petroleum of Canadian production increased to 9,000,000 gallons, and of American production to 5,000,000 gallons, valued in the year 1882 at \$480,000, and in the year 1890, at \$1,480,000. I wish to show a peculiarity about our coal oil trade. The consumption of American petroleum has increased quite as much as the consumption of Canadian petroleum. In the one case it increased from 6,000,000 to 9,000,000, and in the other, from 3,000,000 to 5,000,000. On that imported from the United States we paid a duty of \$375,000, or 7 1-2 cents a gallon. The total production of our petroleum in Canada amounts to \$1,084,000. That is the total production—the value of the industry to Canada is \$1,084,000. In order to encourage expenditure in the production of that \$1,084,000 in the country, we put a tax upon the people amounting to \$375,000, and in addition to that, of course, would be whatever price might be added in consequence of the imposition of the 7 1-2 cents duty—probably it would add 3 cents duty all round on the coal oil consumed, so that, in other words, a duty is imposed of \$600,000 on the people of Canada at large in order to encourage the development of an industry of no greater value than \$1,084,000 to the country. If we as private individuals conducted our business on a basis of that kind we would soon go to the wall. The export of our iron is very much in the same direction. I will refer to that afterwards. The export of salt in 1876 amounted to 909,000 bushels, valued at \$84,000, and in 1889 we only exported 8,557 bushels, valued at \$2,390, a drop from nearly a million bushels to 8,000 or 9,000 bushels, so that the export of salt as an industry is now practically of no value to us. Then again, take our shipping, and everyone will allow that that is a very important industry, and also that it is an industry that we have always taken a great deal of pride in. We have always said that Canada stands very

high as a marine power in the world, but what is our increase during the 23 years since Canada has become a nation? In 1873 the registered tonnage was 6,783 vessels of 1,073,000 tons. The vessels in 1890 were 6,991, with a tonnage of 1,024,000 tons, an increase of about 200 vessels, but a decrease in the tonnage. Now, that is the result of 19 years of Canadian shipping life, with the ports of British Columbia added to the last year of reference. In 1873 the number of vessels almost equalled the number to-day, and the tonnage was greater in 1873 than it is to-day.

Hon. Mr. KAULBACH—But the steamers do five times as much work as was done then by sailing vessels. It is nearly all done by steamers now.

Hon. Mr. BOULTON—I presume that the steamers are doing more business, but the sailing vessels carry a great deal cheaper, and it is not a proud exhibit for us to make at any rate, and people with such a magnificent coast line and such facilities for ocean transport to have to put before the world that in nineteen years we have not increased our shipping more than that, we have decreased in tonnage and increased very little in the number of vessels, with vastly increased fishing industry. Then again, the export of iron ore in 1868 was 25,000 tons, and in 1889 the export was only 17,000 tons—in twenty-three years there has been a decrease of something like 11,000 tons in the export of iron ore. The export of our agricultural products, and the production of our fisheries since 1868 equals 40 p. c. of the total exports of the country, and I would just put this question to the House, and let any hon. gentleman state how far the tariff of this country helps either the fishery or agricultural industries. If it does not help those industries it is of no advantage to very nearly one half of the paying power of the people of Canada. Anything we can do to increase the paying power of those men who can make the most profit for the people of Canada out of the soil and out of the fisheries I say is the policy that we should pursue, and if we add lumber to these industries we cover the bulk of our exports. Two or three years ago the protective idea was strong. We conceived the idea of developing our iron industries, and we imposed a duty of \$4 per ton on pig iron in order to encourage the develop-