

to the common good as any other five or six millions of *your* people, and they would not receive *more* than their share of it.

The enormous natural resources of Canada, which only await the skill, and the capital, and the enterprise of your people, who have already made the natural resources of your country contribute so largely to the national wealth, must lie practically dormant until a larger market is open for their disposal. Many of them are absolutely necessary to you; such as our fish, our fuel, our timber, and the products of our mines; and the experience you have already gained in the development of these industries would make the investment of capital in the working of them, mines of wealth to those who have the courage and the enterprise to engage in them.

Your manufacturers require an extension of their markets; and the removal of the tariff would open a market at their doors, superior in every respect to any other that can be found, equal to that of a dozen new States, and constantly increasing in value and extent.

Therefore, I think I may safely leave this question of the relative advantage to the two countries as being capable of demonstration that *they are not unequal*.

THE QUESTION OF PROTECTION

from the pauper labour of Britain does not enter here, nor does it raise the general question of protection and free trade. It means only the legitimate and natural extension of that Continental free trade, which, under the name of protection, you have been attempting on so large a scale.

I must remind you that the Canada of to-day is not the Canada of 1854 or 1866, for since then, in the erection of beacon lights, buoys and signals along our coasts free to the ships of the world, the erection of graving docks, the deepening and extension of our canals and inland navigation, the building of railways extending from the Atlantic to the Pacific and covering the rich Province of Ontario as with a net, some \$200,000,000 of national money has been spent, which has been largely supplemented by the capital and enterprise of individuals, corporations and Provincial Governments.

Of sea going vessels touching our ports the aggregate tonnage was last year somewhere about fourteen millions, while the coasting tonnage was probably seventeen millions more; and as a maritime country Canada must be counted *fifth* among the nations in its ownership of merchant marine.