

first period our annual average exports to the West Indies were \$3,765,000—that was under the Liberal Administration; in the second they were \$3,239,000; and in the third period, \$2,469,000; or a decrease under the administration of hon. gentlemen opposite and the regime of the National Policy, and with the advantages of two steamship lines, one from St. John and the other from Halifax to the ports of the West Indies, of 34 per cent. Surely hon. gentlemen opposite are not satisfied with such fruits of the National Policy. Then, Sir, we have been told that our trade is largely extending with Australia, that country far across the seas. Now, Sir, in the first period our trade with Australia amounted to \$160,000, not a very large trade; in the second period it amounted to \$268,000, showing an increase for which I give the Government credit; and in the third period it amounted to \$420,000. But, between the year before last and last year, there was a decrease of \$190,000 in our export trade with Australia. And you must bear in mind, Sir, that this export trade is largely from one of the western provinces. \$170,000 of the total went from British Columbia, and not one single dollar's worth of farm products was shipped from this country to the markets of Australia; so that these markets have not been opened to our farmers and do not furnish an outlet for our agricultural products, which can only find an embargoed market in the United States. How often have you heard, Sir, hon. gentlemen opposite speak eloquently of the trade established, or about to be established, with China and Japan. We were told, last year, and the year before that, and then it was reiterated this year again by the hon. Finance Minister, that there are great possibilities of establishing a permanent and profitable trade with those countries across the Pacific Ocean. Well, we find in the first period to which I referred, that our average trade with those countries was \$46,000 annually, and that was the period during which we had not the facilities of to-day. We had not at that time the Canadian Pacific Railway spanning the continent, and the Canadian Pacific Railway steamships crossing the Pacific Ocean; and, consequently, we could not reasonably expect our trade to be, ten or twelve years ago, anything like what it should be now. But what is the result? In the second period to which I referred, our trade with China and Japan was \$64,500, or an increase of about \$22,000. In the third period, our trade amounted to \$73,500; an increase over the first period of only \$27,500; but under the Administration of the hon. member for East York (Mr. Mackenzie), when we had no communication with the western route at all, we sent, in 1878, from this country \$102,500 worth, although we had not the Canadian Pacific Railway or a line of steamers on the Pacific Ocean. This does not show that the foreign trade policy of the Government has been a success to the country, considering the advantages they had at their disposal, which the Liberal Administration had not. But, again, look at the efforts made to establish a trade with France. France is a country with which we should have a large foreign trade. She is a country whose language, customs and manners are the same, and who worship at the same shrine as one-third of our people, and, therefore, it would be reasonable to expect that we would send to

Mr. MACDONALD (Huron).

France a large portion of the articles they consume, and import from that country much of the goods we consume. But what has been the result of the Government's policy in regard to France? In the first period, our exports to France amounted to \$389,000, and in the third period to \$365,000, or a decrease of \$20,000; and in 1878, when the Mackenzie Administration was in office, our exports to France were \$369,400, whereas in 1890, the last year of the present Administration, they only amounted to \$278,500, a decrease of \$90,900.

ROYAL ASSENT TO BILLS.

A Message was delivered by the Gentleman Usher of the Black Rod, as follows:—

Mr. SPEAKER,—

His Honour, Chief Justice Sir William J. Ritchie, Deputy Governor, desires the immediate attendance of your Honourable House in the Chamber of the Honourable the Senate.

Accordingly, Mr. Speaker, with the House, went up to the Senate Chamber. And having returned, Mr. Speaker informed the House that the Deputy Governor had been pleased to give, in Her Majesty's name, the Royal Assent to the following Bills:—

An Act respecting Fishing Vessels of the United States of America.

An Act respecting the Canada and Michigan Tunnel Company.

An Act respecting the River St. Clair Railway Bridge and Tunnel Company.

An Act respecting the Lake Temiscamingue Colonization Railway Company.

An Act further to amend the Act respecting Trade Marks and Industrial Designs.

An Act respecting the settlement of Accounts between the Dominion of Canada and the Provinces of Ontario and Quebec, and between the said Provinces.

An Act for the settlement of certain questions between the Governments of Canada and Ontario respecting Indian Lands.

An Act with respect to certain matters affecting the Administration of Justice.

An Act respecting the Grand Trunk Railway Company of Canada.

An Act respecting the Niagara Grand Island Bridge Company.

An Act to amend the Act respecting the New Brunswick Railway Company.

An Act to enable the Victoria and North American Railway Company to run a Ferry between Beecher Bay, in British Columbia, and a point on the Straits of Fuca, within the United States of America.

An Act to amend the Acts respecting the granting of a subsidy to the Chignecto Marine Transport Railway Company (Limited).

An Act to amend the Act to incorporate the Empire Printing and Publishing Company (Limited).

An Act to amend the Act incorporating the Canadian Power Company.

An Act to authorize the London and Canadian Loan and Agency Company (Limited) to issue Debenture Stock.

An Act to incorporate the McKay Milling Company.

An Act to incorporate the Pembroke Lumber Company.

An Act respecting the E. B. Eddy Manufacturing Company, and to change the name to "The E. B. Eddy Company."

An Act to revive and amend the Act to incorporate the Medicine Hat Railway and Coal Company.

An Act to amend the Act to incorporate the Collingwood and Bay of Quinte Railway Company.

An Act to incorporate the Buffalo Lake and Battleford Railway, Coal and Iron Company.

An Act respecting the Berlin and Canadian Pacific Junction Railway Company.

An Act to revive and amend the Act to incorporate the Red Deer Valley Railway and Coal Company.

An Act respecting the South-Western Railway Company.

An Act further to amend "The Canadian Pacific Railway Act, 1889."

An Act respecting the Montreal and Ottawa Railway Company.