

find that in the cases where they have not had an increase of wages they have had constant employment instead of short time as before. In many cases they have not only constant employment but they work overtime, and their position is better than it was before. How is it with the laborer to-day? He has plenty of employment in every part of the Dominion.

An hon. MEMBER. No, no.

Sir LEONARD TILLEY. Plenty of employment. I say that, and I am surprised that any hon. gentleman would say no.

An hon. MEMBER. No.

Sir LEONARD TILLEY. No? Well, Sir, his position is infinitely improved, at all events, as compared with what it was before the adoption of the present Tariff. We do not now find the Government compelled to ask Parliament to authorize the construction of Public Works, in order to give work to unemployed men. How is it, Sir, with reference to the merchant. The wholesale merchant tells us that his trade has been doubled last year compared with that of 1879, and 50 per cent. larger than that of 1880, that he has had prompt payments, that there have been fewer bankruptcies, fewer losses than he has known before. How is it, Sir, with the shipowner? The shipowners are at this moment probably feeling less the changes that have taken place in the industries and general interests of the country than any other people. There are circumstances affecting the shipping interests of Canada that cannot well be reached by legislation. One is the fact that the iron ships of the old world are rapidly taking the place of the wooden vessels of the new, built by our own ship-builders. We give a drawback that is more than sufficient to make up for the additional duty imposed on the materials used in the construction of ships, and I give as an evidence of this fact that but one builder out of the eighteen or twenty who sent in their claims for drawbacks asked more than the 75 cents allowed. The drawback gives the builder more than he pays in additional duty, and, in many cases, gives a return equal to the whole duty he pays.

Mr. KILLAM. But the Government fixed an arbitrary drawback.

Sir LEONARD TILLEY. Of course we did.

Mr. KILLAM: If the amount was arbitrarily fixed, what was the use of any man asking more?

Sir LEONARD TILLEY. I am speaking of the applications made before the adoption of the specific rate. Applications that were made to the Minister of Customs when it was announced to the shipowners that the extra duties they paid upon materials entering into the construction of ships, would be returned to them. But one of them made a claim above the 75 cents per ton subsequently fixed upon, and many of them claimed not more than half that sum. And, Sir, we now come forward with a new proposition—bounties on a certain class of vessels. The construction will give employment to our people in building suitable vessels for the fishermen. We are doing everything we can do to protect that interest, though, I admit, it is not possible to grant the same aid as to some other industries. How is it with the lumber interest. It is said the Government have done nothing for that. To a certain extent I admit it. We may have increased the cost of the oats and of blankets, if the lumberman buys those shoddy articles upon which a duty of 45 per cent. is paid. If we except those two articles, it will be difficult for the lumberman to show that he pays any increased taxation that does not go into the Treasury as his share of the \$2,500,000 necessary to make up deficits of past years. It would, I admit, be difficult

for us to show any great direct benefit given to them, but I throw out this idea. It is now well understood that after three years operation of this Tariff, that houses that were unoccupied before have no longer "to let" on them; that there is an increased demand in all parts of the Dominion for lumber for home consumption, as compared with 1878, for new buildings, and every thousand or million feet sold for use in our home markets decreases by just so much the amount that would otherwise be exported, and it is well known by those who live in the Maritime Provinces how much the prices in American and English markets depend upon the stocks placed upon those markets. The lumber we manufactured in 1878 and could not consume here, was thrown, in addition to the ordinary shipments, upon the English and American markets, reducing its value there. Providing an increased demand at home is the measure of relief afforded to the lumber trade. How is it with the mining industry? Has there been nothing done for that? Has nothing been done for the coal industry, by increasing its output 400,000 tons last year, and it would have been increased still more but for the accident at the Albion mine? There are two smelting furnaces where there was one before—and there is a proposition now, and capital paid in, for smelting works in Montreal. There are before the Government now propositions that may result in the establishment of other iron industries; but take the facts as they are, they show that the policy is doing something for this industry. I have already explained the effect of the Tariff upon the farming interest; I have shown that the farmer has a home market and higher prices owing to American produce being largely shut out, while the articles he consumes are not higher than they were before. Look at the railway interest. It was thought the operation of the Tariff would tend to diminish the amount of their traffic. If we could make a careful account of the manufactured goods carried over the railways, we would find that the revenue from these sources have largely increased. Comparing what they carried from the sea-ports in 1877-78, and what they carry from the sea-ports to-day, and add the manufactures from the various factories that are sending their products all over the Dominion, it will be found that the railway proprietors have a large interest in this new policy. Every interest in the country has been, in my judgment, largely and materially benefitted. This policy, supplemented with our legislation securing the rapid construction of the Canadian Pacific Railway, has combined to place us in the enviable position we now occupy—the best position of any people on the face of the earth. Let us look at it for a moment. Here we are, with large expenditures ahead, it is true, but with a rich, fertile and illimitable domain which will pay off largely the indebtedness that will be incurred in its development—nay more, the portion of it which was required for the maintenance of our police and Indians, and for the preservation of peace in that country, will all be reimbursed out of the proceeds of these lands; and if it were not for the consideration, a high consideration, I admit, a consideration that can not be overlooked by this Parliament, without injury to the country—that it is desirable to give to the people of the old world and the inhabitants of our own Dominion, free homes in that great North-West, we could realize in a few years, if they were put up at public auction, the money that would pay back, not only the expenditure up to the present time, but down to the completion of the railway. But it will come in the future; our public debt will be decreased, our annual interest will be reduced, and we shall occupy the proud position of being able to offer to the industrious and honest men, who cannot find work in the old world, a home here, with free lands, a country girdled with railways, and a canal system the best in the world, with institutions that will protect their lives, their properties and their rights, and that will afford a refuge for the oppressed men if there be any in any