

who was a staunch supporter of the Finance Minister. He found that iron paid a duty of $1\frac{1}{2}$ per cent.; spikes, $\frac{3}{4}$ of a cent per pound and 10 per cent. *ad valorem*; brasswork, 30 per cent.; plumbers' fittings for the cabins, 30 per cent.; wire rigging, 20 per cent.; cordage, 10 per cent.; cottons for sails, 5 per cent.; hardware, 30 per cent. Mahogany and cedar wood, only required in the cabins, were admitted free, but this was the revision of the tariff in the interest of the furniture manufacturer. They were also allowed to import rock salt from Turk's Island for the purpose of sealing their vessels. The shipbuilder had to pay 20 per cent. duty on pitch pine imported, and, as these large ships took a long time to build, the result was that even assuming the drawback, the interest on his capital would be very much indeed.

Mr. TILLEY said pitch pine was free. It had been omitted from the free list, but it had been rectified in this respect the other night.

Mr. WELDON said his impression was that pitch pine was taxed, and it was quite clear the collector at St. John had construed the tariff as he (Mr. Weldon) had, but he spoke subject to correction. His impression had been that there was a duty of 20 per cent. on it when brought from Savannah in a hewn or partly manufactured state. Then, besides all these duties the materials had to be purchased, and the result would be that shipbuilders would have to carry more capital to enable them to meet these additional expenses. The shipbuilding interest also stood in another position. He would take only the 1,000 ton ships built at St. John, N.B., principally of pitch pine and oak, the cost of building and making ready for sea was about \$40 a ton, which would make the cost of the ships, in labour and materials, \$40,000; and as labour and materials bore about the same proportion, the cost of each would be \$20,000. It had been stated that the poor man's wages would be increased, but he (Mr. Weldon) did not think that was a necessary result of this policy; and, at any rate, supposing they were increased, it would take the whole of the increase of remuneration to meet the increased cost of living. If

the value of labour were not increased, this additional expense of the necessities of life must be borne by the poor labourers, but assuming the additional cost of living would be ten per cent., as stated by his hon. friend the member for Queen's, the other night, it would, on a ship such as he had been speaking of, cause an extra cost of \$2,000, which would, by no means, be returned to the shipbuilder. Besides the drawback, there would be this additional \$2,000, at a time when their shipping was in a most depressed state, when the ships in the harbour of St. John were not getting remunerative prices for the carriage of deals etc., across the Atlantic. Those ships were owned by their people, and he would ask whether the increased price of labour was going to enhance one shilling per ton the value of these ships? This tariff would prevent American ships from going into St. John for repairs, and in that way their merchants, manufacturers and labourers would lose the benefit derived from repairing those ships. There was another and very important feature in regard to the shipping interest that would be disadvantageously affected. Shipowners considered the cheapness of a port a very important feature in the employment of vessels. He had known many ports where the prices were so high that many ships would not go there. There were necessary expenses connected with the loading and unloading of vessels. Then there were very often expenses which resulted from storms; a vessel might lose her sails, or her yards might be carried away, and other damage done, and even if she escaped without injury, ordinary wear and tear would necessitate her replacing articles at some port. He ventured to state that 25 per cent. of the disbursements expended by the vessels loading at St. John was incurred in repairing or remedying of sails, rigging, etc. Under this new tariff, St. John, instead of being a favoured port for repairs, would be shunned. The hon. member for Queen's (Mr. King) had shown that the lumber and farming interests suffered under this tariff, and the hon. member for Shelburne (Mr. Robertson) had spoken in regard to the fisheries, and he (Mr. Weldon) thought he had shown