

pean and Australasian trade. (Loud cheers.) By the exertions of the present Administration we have managed during the last year, by a judicious exhibition of what Canadian industry can do under a revenue tariff, to show to the people of Australasia that we can make better agricultural implements, carriages, edge tools, and other articles, and build better ships than they can; and within the first six months after the Exhibition closed we had exported nearly half a million dollars worth of our products to that region. (Cheers.)

Effect of Protection on Shipping.

But these gentlemen want us to use all those ships ourselves; they insist on us, as Canadians, consuming all that Canadians make; they will not allow us to sell unless we can find a nation so foolish as to buy our goods on our terms and sell theirs on our terms also. Now, Sir, you cannot possibly buy just as you please and sell as you please. The man who trades must sell before he can buy. Look at the folly of the United States in this respect. There are three articles, and only three, I think, that their tariff absolutely prohibits the importation of, and they are spurious coin, obscene prints, and ships. (Loud laughter.) They class them together as the three articles which they will not allow on any account to come into the country. All those who have been in the United States know that a great deal of spurious coin is imported, nevertheless, and many indecent prints, but they don't seem to think very much about it. But from the time that that country adopted its present navigation laws there has never been a ship imported into the United States. They passed these laws nearly one hundred years ago, when they used to wear the old slouched hats and small knee-breeches of the Puritans, and they seem to have forgotten that the world has progressed since that time. And what is the result of their foolish policy? At the present moment there are leaving the ports of the United States for Europe nearly 150 steamships laden with the produce of the country, and every one of them but four are sailing under foreign flags. (Hear, hear.) Now, it is not that the Americans are deficient in mechanical effort or skill. As a people they are able to make as good ships as the British are. The best proof of that is given in the fact that before England repealed her Navigation Laws, when they were pursuing the old and restrictive system as well as the United States, the latter were then on equal terms with Britain, and were fast gaining on the United Kingdom shipping. I do not know the precise difference between them, but my impression—speaking from recollection—is that at the time these laws were repealed the United States were not more than from half a million to a million tons behind the entire tonnage of the British merchant navy. To-day Great Britain has over eight millions tons of shipping, and the United States have no more than they had twenty years ago,—(hear, hear),—and Canada, with four millions of people, and with a seaboard that may be said to be confined to Quebec, Nova Scotia, New Brunswick, and Prince Edward Island, is fast overhauling the United States, and if they persist in maintaining their restrictive system it will undoubtedly be the case that Canada—small in population and weak in developed resources as she is—will succeed in doing so. (Cheers.)

Effect of Protection on National Revenue.

I am quite sure of one thing and I believe you are too; and that is that our friends the Conservative leaders do not mean what their