

them must be practicable for the steamships and Atlantic racers of the present day. The objections amount to this—that the harbors along Hudson's Bay are only open during a very short time each year. Still, the Hudson's Bay Company ships come pretty much at will all through the summer months, and why cannot a steamer do the same thing? Suppose at the worst the open season is but for a short time, nevertheless the route would be an advantage. In the old country there are waters open but for four months in the year, in which, still, a mighty traffic is done, as arrangements are made accordingly, and trade adapts itself to them. Even if there is but three or four months of open navigation, during the season ocean-going ships would come from Liverpool to Port Nelson or some other harbor there, that circumstance will make a world of difference to the Northwest, and entirely change the condition of the country, introduce a new factor into your political life, and together be very important to you, placing you at Winnipeg almost in direct communication with Liverpool by water. It would have immense effect upon the rich northern district I have been describing, and especially along the lower valley of the Saskatchewan. I regret that I have not been able to visit that country and enforce my remarks by practical observation; yet, notwithstanding, I am bound to state what I shall state in England,—my conviction and that of thousands of others. (Applause).

THE TARIFF.

I am not surprised to hear most of the farmers from England complain of the present tariff. They dislike having to pay the duty on agricultural implements, and think it pretty hard that there should be so much taxation on canned provisions. The duty on the latter is somewhat hard; but it seems that the agricultural implement question might be found to involve the fate of Canadian manufacturers. It must be for you Canadians to judge as a community whether it is or is not worth while to pay somewhat higher prices than you would otherwise have to pay in order to foster your rising manufactures. That is a question on which an outsider would be careful about offering an opinion. I, as an economic scientist, must say that economic science is against a protective tariff, but science is not always applied to politics, and I admit that you are handicapped with many difficulties owing to your commercial relations with the United States. Nevertheless it is for you to judge whether you would consent or could afford to pay something in order that your young and rising Canadian manufacturers may be cherished during their infancy. If you think you can you must be prepared to bear a certain amount of sacrifice. After all you must remember that Providence has endowed you with many advantages which older countries do not possess, and perhaps you might be content to bide your time in hope that your friends down at Ottawa will try to temper the wind to the shorn lamb, and try to make the duties as convenient and light to you as they possibly can in view of your contentment