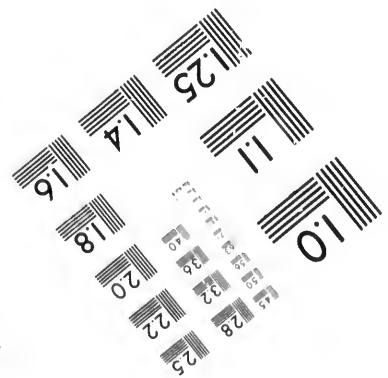
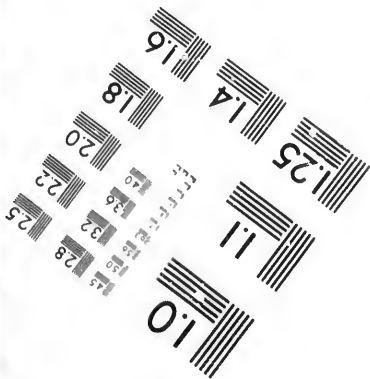
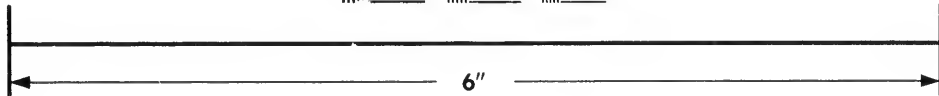
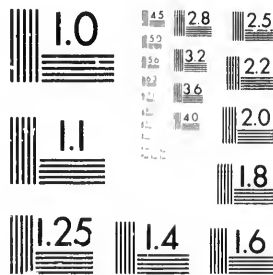


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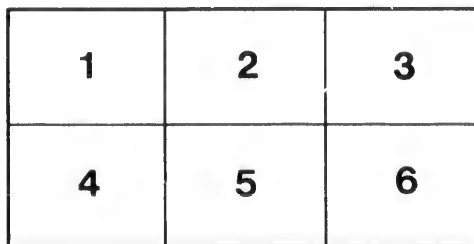
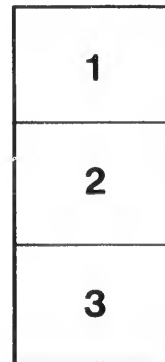
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OUR WATER-BORNE TRADE.

Under the National Policy--The Biggest Years those of the National Policy.

WORK FOR THE WORKINGMAN.

BUSIER VESSELS BY LAKE, BY COAST, AND ON OCEAN.

CANADA'S EXPORT TRADE LARGER UNDER THE N. P.

"That the Chamber of Commerce, of the District of Montreal is of opinion that the Protective duties which have induced our capitalists to invest their capital in manufactures in order to fulfil the engagements between the Government and the manufacturers in good faith and distribute wealth among our working classes and prosperity throughout the Confederation must be maintained intact."—Resolution passed by the French Board of Trade, February 6th, 1887.

In a former paper it was shown that the transport business of the railways had increased very greatly under the National Policy—more than 100 per cent. since 1876. The increase in water borne goods has also been very great.

(In each table the thick lines are the old tariff years and the thinner the new tariff years.)

The following tables will show the development of the business of the country:—

TABLE No. 1.
COASTING TRADE OF CANADA.
Tons of Freight.

Year.	Tons carried.
1876.....	7,726,704
1877.....	9,726,847
1878.....	9,386,746
1879.....	9,060,012
1880.....	10,439,760
1881.....	11,587,666
1882.....	11,099,398
1883.....	11,782,875
1884.....	11,005,290
1885.....	11,959,317

There has been an increase in six years of the National Policy of 44 per cent. in the coasting carrying trade. This has been participated in by all the Maritime Provinces and by the Lake ports, giving employment to sailors and laborers generally along the wharves. It indicates also the great growth of inter-provincial trade.

The ocean borne freight is divided into that coming into Canada and that going out. It is also divided into tons measurement and tons weight. For the purposes of the present investigation it will only be necessary to give the tons weight and tons measured together.

TABLE NO. 2.
OCEAN BORNE FREIGHTS.
Tons Brought into Canada.

Year.	Freight towards.
1876.....	920,069
1877.....	869,366
1878.....	647,598
1879.....	766,076
1880.....	821,398
1881.....	989,800
1882.....	1,006,377
1883.....	1,118,616
1884.....	1,169,666
1885.....	998,324

OCEAN BORNE FREIGHTS.
Tons of Goods Exported.

Years.	Freights Outwards.
1876.....	5,235,870
1877.....	5,670,309
1878.....	5,840,984
1879.....	5,168,809
1880.....	5,284,696
1881.....	4,135,816
1882.....	5,944,668
1883.....	6,780,600
1884.....	4,116,372
1885.....	5,461,842

It will be seen that the yearly average of the National Policy years is considerably greater than that of the old tariff years. The general prosperity of the country is thus plainly indicated. The values both of goods imported and goods exported are lower during recent years. But so far as the labor of the country is concerned there has been more work for all classes of workmen interested in both our export and our import trade, during the National Policy period than under the old tariff.

TABLE No. 3.

LAKE BORNE.

Freight (tons) carried between Canada and the United States on the lakes and rivers.

Brought into Canada.

Year.	Tons freight.
1876.....	1,768,547
1877.....	1,226,641
1878.....	1,160,807
1879.....	1,184,616
1880.....	1,238,074
1881.....	1,617,088
1882.....	1,014,411
1883.....	1,088,664
1884.....	1,444,692
1885.....	1,288,409

Freight (tons) carried between Canada and the United States on the lakes and rivers:

Carried out of Canada.

Year.	Tons freight.
1876.....	1,246,487
1877.....	915,801
1878.....	1,008,330
1879.....	1,071,507
1880.....	1,482,361
1881.....	2,477,876
1882.....	1,765,369
1883.....	1,028,348
1884.....	1,118,648
1885.....	1,288,744

TABLE NO. 4.

TONS OF FREIGHT CARRIED BY CANADIAN CANALS.

Year.	Tons.
1876.....	82,5014
1877.....	9,586%
1878.....	3,750,750
1879.....	2,399,879
1880.....	3,370,888
1881.....	2,656,709
1882.....	2,649,822
1883.....	2,600,518
1884.....	2,694,237
1885.....	5,317,000

It will be noticed that in all cases the largest years have been years of the National Policy, showing the groundlessness of the fears expressed by opponents of the National Policy that the water-borne business of the country would be injuriously affected by the new tariff.

Testing the condition of the country by every test applied to find out the prosperity or otherwise of any country, it is found that Canada has passed through the period of the greatest depression the world has known (1883-86) almost without feeling it, while during the slighter depression of 1875-79 every test applied shows that Canada suffered terribly.

During the slighter depression, when she suffered, so greatly the tariff was a tariff for revenue only. During the more recent and severer depression that scourged all the great industrial nations of Canada, behind the bulwarks of her National Policy, secure from attack, went on her way plodding, in most departments making solid progress; in a few only, merely hesitating as one might in a race to take breath.

Would it be wise to run any risks such as would be run if a party whose record is one continued opposition to the present tariff should obtain power? If not, then vote for the true, tried and honest friends of the National Policy, not for those who pretend they are friendly. Honor those who have made the country prosperous in spite of the opposition of the enemies of the National Policy.

