

old days, and they became very heavy in 1884. The list of liabilities for 1883 was about \$15,900,000 while for 1884 they were about \$19,000,000, and these figures become still more remarkable when we look at the distribution of the bankruptcies by Provinces. Quebec has fared much better in this regard in 1884 than in 1883. The Province of Manitoba has fared better still, for if I rightly recollect its insolvency liabilities amounted to only about one-fourth of the liabilities for the year before. But the other Provinces, Ontario, Nova Scotia, New Brunswick and Prince Edward Island, present very different features. The liabilities for Ontario, in 1883, are stated at \$1,700,000; for 1884, \$9,600,000. Nova Scotia, 1883, \$1,075,000; in 1884, \$2,075,000. In New Brunswick, in 1883, the liabilities were \$750,000, and in 1884, \$1,675,000. The liabilities in Prince Edward Island in 1883 were \$40,000, and in 1884, \$150,000. In all cases I have given the round figures, and they make a gross result for 1883 in these four provinces of \$6,550,000, and in 1884, \$14,400,000, an increase of about 140 per cent. As to the numbers, I observe that the hon. First Minister the other day stated that we compared favorably in that respect with the United States. But that was a statement made on very inaccurate information indeed, because the number in proportion to the number of traders in Canada was one in fifty, while in the United States it was only one in eighty-four; and it would be difficult even for my hon. friend from Beauce (Mr. Taschereau) or my hon. friend from Cumberland (Mr. Townshend) to make out that that was a sign of comparative prosperity. The bank returns show similar results. The current commercial loans have decreased over eighteen and a-half millions between 1882 and 1884, and the larger portion has taken place in 1883. Overdue debts have more than doubled between 1882 and 1884. They were \$3,190,000 in 1882, and \$4,400,000 in 1883, and \$6,440,000 in the year which has just expired. The circulation has decreased more than four and a-half millions between 1882 and 1884; public deposits have decreased about the same amount in the same period. Government deposits have decreased about one half—in fact we do not know where the money has gone. On the whole I maintain, notwithstanding the smooth phrases of my hon. friend, that the condition of the country in the large is one of dulness and depression; of stagnation, of short hours, of reduced wages, of reduced opportunities for working men, of lost capital, of vanished opportunities, of hard times generally, and hardest chiefly in those industries which were but a while ago the chief and prime glories of the hon. gentleman's fiscal policy. Take the cotton industry. In New York the First Minister was candid enough, I observe, to admit that there was a little trouble in cotton, but when he got to England he almost forgot the existence even of that trouble, and said there was a condition of tolerable general prosperity. Take the iron industry; take the sugar industry; take important branches of the woollen industry. I will give as an example the general production of knitted goods. All these were cases for the application of unbounded praise but a short time ago to the fiscal policy of the Administration, which had, it was said, revived and almost recreated these industries, and put them in a position of stability, permanence, and great prosperity. What is their condition to-day? What has it been for the past year? Does any man doubt that there has been an immense permanent loss of capital in the cotton industry? Does any man doubt that there has been an unproductive diversion of capital in that industry, as well as in the industry of knitted goods? There is another great industry—an industry which if you take the output, may be said to be almost the largest—the milling industry. I do not perceive that the millers are entirely contented with the present tariff. The degree of protection the hon. gentleman has given them does not seem to satisfy them. On the contrary,

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they seem to be so blind as to suppose that they are discriminated against. They are so foolish as to allege that there is a positive premium placed on the importation of flour in place of wheat from the United States; and I see that they are presenting a petition, whether to the Government or the Parliament I know not, asking that the duty on flour should be raised to a dollar a barrel, and I observe that the Finance Minister has more than once stated lately that serious consideration would have to be given to the difficulties of the milling industry. Having stated so much generally with reference to the condition of the country, I would allude again to the City of St. John. It is the constituency of the Finance Minister, and in its fate and fortune he is no doubt specially interested. I do not believe things have been so bad in the City of St. John for forty years as they have been in the last year, and I do not believe the hon. gentleman would find his old and faithful friends in that city rally around him in support of his policy as they might do in support of himself individually. I believe they have had amongst the saddest and most difficult experiences of the failure of the hon. gentleman's policy to do the great things which he promised it would do. Take the capital city of Nova Scotia, the City of Halifax, and ascertain what its condition is. Ascertain in each case what the condition of the specially-protected industry is. Look at the cotton industry of St. John; look at the cotton industry of Halifax, the sugar industry of Halifax, the West Indian trade of Halifax which this policy was going to do so much to develop. Go to the far West, and look at the City of Winnipeg, and what is its condition this year as compared with the last? Manufactures, of course, have not been developed there; but take the returns of Customs duties, of populations, of assessment, take the general condition of the people, and tell us whether Winnipeg has prospered. And so, whether you go to the far East or to the far West on this side of the Rocky Mountains, can you find prosperity? Take the old City of Quebec, and notwithstanding the statement of the hon. member for Cumberland that the timber and ship-building industries are flourishing in Nova Scotia, I ask what is the condition of these industries in Quebec? There is another view, however, not quite so pleasant, which the hon. gentleman overlooked when he told us of the change that has taken place in the system of construction of ships in Nova Scotia, and that is, that it is found that the ships of the tonnage formerly prevalent can no longer live, that they cannot do a business to keep them afloat, and that vessels of larger tonnage for longer voyages have to be constructed. There has been a change in the system owing to a change in the times. In the long struggle between steam and sail and between wood and iron, it is found that the only chance for wood must be in vessels of large tonnage and built for long voyages, and if so ships constructed before that change took place must be doing an unprofitable business. So, when the hon. member for Cumberland spoke of the large amount of tonnage employed, and said it was in an active condition, I must say he surprised me, because it is the common talk of the world that there has never been a time when tonnage was so unprofitable as it has been in the last year. It is certain that there has been a great over-production in the world's tonnage. It is also certain that freights were never lower and that ships are carrying freights at prices which cannot pay. It happened only the other day that there were tenders for carrying a certain lot of stuff from Liverpool to London, and an Atlantic liner agreed to carry it by way of New York for six shillings. That is the state of the shipping industry of the world when the hon. member for Cumberland finds cause for congratulation in the state of the shipping industry of Nova Scotia. The hon. member having told us that his province was flourishing so greatly, it was natural that out of the abundance of his heart he should have had regard