

Articles.	Tons.
Iron and manufactured iron.....	1,372
Flour and meal.....	61,369
Bran, shorts and middlings.....	5,231
Oats.....	501
Barley.....	280
Corn, peas and beans.....	2,109
Butter, cheese and lard.....	421
Hay and straw.....	304
Meats.....	1,552
Leather and hides.....	404
Merchandise.....	19,525
Stone and slate.....	73
Salt.....	55
Machinery and agricultural implements.....	944
Woodwork, furniture, &c.....	665
Live stock.....	7
Wire and wire fencing.....	87
Earthenware.....	143
Oil, paint and tar.....	1,845
Canned goods.....	53
Lumber and building material.....	1,424
Fruit and vegetables.....	259
Cotton.....	998
Fish.....	22
Lime and cement.....	305

Passing from the indications which are given by the figures which I have read as to the amount of trade which is taking place in an increasing volume over the Intercolonial Railway, and between the Maritime and Upper Provinces, and conversely, let us enquire for a moment what is taking place on a different element and by a different mode of carrying power, as is shown in the coasting trade in the Dominion of Canada. I have here a table the results of which, I think, will be equally satisfactory to the Canadian who is proud of the progress of his country, as the figures which I have read of railway traffic over the Intercolonial Railway:

	1879.	1888.	Increase.	Per cent.
Canadian coasting trade.	\$12,066,683	\$18,789,279	\$6,722,596	56
Atlantic and Gulf do	5,683,447	10,863,329	5,179,882	91
Steam tonnage do	2,691,465	14,677,255	4,985,790	51
Sailing vessels do	2,375,218	4,112,024	1,736,806	73
Man power employed.....	804,305	876,954	272,649	45
do Atlantic and Gulf Point.....	278,251	528,306	250,055	90
Pacific coast coast'g trade	223,707	1,434,266	1,211,559	541
Man power do	15,685	58,991	43,306	276

In respect to the steamer tonnage, we find, as shown above, an increase of 50 per cent. during those two periods. Of sailing vessels, the increase was 73 per cent, showing that although there is a large increase in the steam tonnage of coasting vessels, the sailing vessel, for coasting purposes, still keeps its place ahead of steam. These figures and this progress, while gratifying to all Canadians—because now all Canadians take an interest in every section of this country—must be particularly gratifying to the representatives and the people of British Columbia, who are so proud of their beautiful Province and who have such confidence in its future development. Sir, we find that the development of the coal trade gives us another indication which may be relied upon, to a certain extent. Coal and iron, of course, are being stimulated in their production, output and manufacture. The coal product in Canada in 1868 amounted to 623,392 tons; the produce in 1888 was 2,449,793 tons, an immense increase mainly taking place in Nova Scotia and Cape Breton, and on the Pacific coast, although the coal areas, which are known to exist all over the North-West, are being profitably worked at several points, and the output is largely increasing in the great west, or the middle section of our country. Taking

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the Canadian Pacific Railway, the great line of communication which joins our central system with the Pacific coast, we find that the increase of interprovincial traffic is also satisfactory. The tons carried by the Canadian Pacific Railway in 1885 were 1,996,355; in 1888 they were 2,508,600. Passengers carried in 1885 were 1,660,719; in 1888 the number was 2,239,800. The earnings of that road in 1885 were \$8,368,493; in 1888 the earnings were \$13,195,535. The inter-provincial tonnage carried east and west from Port Arthur during the 11 months of 1887-88 are as follows: In 1887, 176,421 tons; in 1888, 278,213 tons, an increase in the 11 months of 101,792 tons. The Asiatic freight also furnishes an indication of the stimulation of domestic industries carried out in exports to a foreign country, and I think it would not be uninteresting to the House, in this conjunction, to have the figures of actual proceeding. In 1887 the inward and outward Asiatic freight was 11,589 tons; 1888, 13,048 tons. In 1887 the quantity of tea carried was 13,805,022 lbs.; 1888, 13,444,269. In 1887 the silk carried was 466,687 lbs.; 1888, 475,014. In 1887, general merchandises, 2,388,158 lbs.; 1888, 2,056,787; In 1887, cotton goods, 5,798,173 lbs.; 1888, 8,826,772 lbs.; In 1887, machinery, 55,591 lbs.; 1888, 467,539 lbs. In 1887, general merchandise, 486,608; 1888, 298,037. In 1887, cotton goods from Canadian mills, 1,742,205 lbs.; 1888, 2,009,947 lbs. This bears out the assertion I made in the early part of my statement that there has been a decided increase in the exports of Canadian cotton mills to China and Japan. As showing the movement of grain in Manitoba and the North-West in connection with the Canadian Pacific Railway it may be mentioned that in 1887 the grain moved by the Canadian Pacific Railway from Manitoba and the North-West reached 11,741,160 bushels, while the local grain movement in Manitoba was 1,248,219 bushels, making the total grain movement over the Canadian Pacific Railway that year 12,989,379 bushels. From these indications, which are after all but partial indications, I think we may be justified in believing that the development of the internal commerce of this country has marched apace, as it was natural it should do, with the opening up of new sections, with the establishment of industries and especially with the establishment of facilities for communication between outlying parts of the same Provinces and between the different Provinces forming the Dominion. I will weary the House no longer with my statement so far as that is concerned, believing however that the items gathered with a good deal of pains and trouble cannot but be interesting and instructive to the people of this country. And now, in conclusion, I will ask your indulgence, Mr. Speaker, while I call the attention of this House to an extract from a speech delivered by the leader of the Opposition at Oakville, in August, 1888, as it was published in the *Globe*. The hon. gentleman, speaking there made this, as I think, extraordinary statement. He said:

"It is now 21 years since Confederation was established. We started with the hope—is it not true?—we started with the hope, as it was told at that time, that we would link together the British Provinces on the continent of America, that we would bind them together with ties of affection and mutual pride and that we would make them a nation. Such was our dream, such was our hope often expressed, often repeated. Now, I ask every one in this audience, no matter what may have been in the past his political predilections, no matter whether he has been a Conservative or a Reformer—I ask every one in this audience, looking back over the time, how far have we advanced in the task we set ourselves to perform 21 years ago? Sir, the painful answer must be that we have not advanced one iota, one single jot."

The House and I think the country as well will understand why I denominated this an extraordinary utterance for a gentleman who has the political knowledge, and who I believe has at heart—I should like to believe at least that he has at heart—that patriotism which a Canadian statesman should possess. What are the assertions he makes? First, that what