

products from the place of production to the place of market. There is another branch of the commerce of a country which, although it may not be in the early stages, of so great development and so great importance, has, nevertheless, from the very start, an importance of its own which continually grows and continually widens, step by step, with the growth and development of the country; and in many cases comes to be, after a series of years, not only equal in volume to the foreign commerce of the country, but in certain particulars is of greater importance, and has a larger influence upon its development. Our returns and our statistics, unfortunately, give us but a very imperfect idea of the volume and extent, and the growth, year by year, of this stream of internal or domestic commerce, and what we do get is simply picked up here and there from sources which may be reliable of themselves, but which, being scattered, renders it difficult to generalise, from the information taken at various points, and difficult to come to a conclusion that can be relied upon to comprehend the full extent and full importance of our commerce. However, this much we may take as certain, that in 1867, at the time of the union of the Provinces, the domestic commerce and internal trade, as between the Provinces now forming the Confederation, was very small in extent, and, as I hope to be able to prove, it has been very rapid in its growth, until at present it has attained a development of the utmost importance to the country, and which deserves to be studied by all who would fairly appreciate our progress, and who would arrive at we right conclusions with reference to the effect of the policy have adopted. There were certain circumstances that made the exchange of internal commerce impossible to any large extent in 1867. In the first place, these Provinces which formed British North America, outside of Newfoundland, were scattered. Each had its own Government; each had its own commercial tariff; each had its hopes and aspirations bounded by its own limits; and the means of communication as between the different parts of each Province, and the means of communication between Province and Province, were of a quality and extent which were not to be compared to those that now exist, and their inferior extent must have been powerful in preventing any large internal exchange of products. Besides the hostile tariffs and the lack of communication, there was also a lack of mutual industries and of mutual knowledge. To build up internal commerce and to get the full benefits in unifying a country and in stimulating by the example of one part and the influence of one section, other sections to meet in point of trade the demand and the supply which are thus created,—in order to do that, there must be centres of industry in different sections of the country which become more or less the means of developing individual sectional resources and creating interprovincial demand and supply. By means of these centres an internal demand and supply is created which causes an interchange of products and builds up internal commerce. There should also be, besides these mutual industries, a mutual knowledge existing between the different parts of a country. Now, in 1867, that knowledge was at its minimum. The people of Nova Scotia may have had, in its different sections, a good idea of the Province of Nova Scotia as a whole. They knew a little of New Brunswick, but little in comparison to what they do now. Of Prince Edward Island and of Nova Scotia the same may be said, although these Provinces, lying more closely together and being more easily traversed, had a larger amount of mutual knowledge and mutual interests than existed between, say, the Maritime Provinces and the central part of the Dominion, or between the central part of the Dominion and the extreme western Provinces. So that, taking all these things into consideration, it is impossible that there should have been a very large stream of internal trade, and the

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growth that has taken place in that can be fairly appreciated by studying for a moment the growth of communications, the increase of lines of transport between Province and Province and between the different sections of each Province. Since that time, the whole of the Provinces have been placed under one central Government. Since that time, these have been joined together by lines of communication extending from the remotest part of the east to the Pacific coast, and branching out in hundreds of different directions to every section of the country, and all of these have means of communication, have had an influence, one cannot overrate, in developing sections through which they pass, as well as of rendering the general current of commerce and of communication more easy of constant flow. I believe, if we had the full statistics of internal commerce and domestic trade of this country, that to-day they would prove a revelation to our people, and we would place more store upon that increased domestic trade, instead of placing so much store by the whole stress of our investigation on our foreign trade, when we knew the extent of this current which is vivifying every part of Confederation in its internal progress. We may, however, get at something of this from different sources. Within the last few months, there has been sitting at various times and at various parts of the Dominion of Canada, a commission of labor appointed by this Government which has been examining into the condition of labor and the relations between it and capital in the various industries; and in the course of their investigations, a mass of most useful knowledge has been gathered, and is now compiled in their report, a study of which will help us to a better appreciation of many of these questions than we have hitherto been able to come at. I hold in my hand some gleanings prepared on the subject taken from the information gathered by that commission. Before taking up the items to which I have alluded, I find that the records of the Intercolonial Railway show that there is a steady improvement of trade which continues to develop between the Maritime and the Upper Provinces and the far west. Take last year's returns alone, and we find that the Maritime Provinces have sent to the Upper Provinces, coal, and fish, and refined sugar, and cottons, tackle and cordage and twine, hardware, woodenware, leather hats, cloths, woollens, chocolate, glue, dry goods, soaps, potatoes, oats, starch, manufactures of iron, cattle, machinery, boots and shoes, building stone, hay, fruit trees, plaster, lumber, grindstones, and numerous other articles of smaller volume. We find that the St. Lawrence provinces have sent manufactures of iron, flour and meal, coarse grains, oats, barley, corn, meats, agricultural implements, woodenwork, wire fencing, earthenware, paints and colors, hides, cheese, and numerous other articles. The Marysville Cotton Mill, a mill of very large capacity near Fredericton, reports sales in 1888 to the Upper Provinces over four times in advance of the previous year. We find the Nova Scotia Steel and Forge Co. of New Glasgow reports sales during the past five years of nearly one million of dollars, and they are making steady progress, and in tons their output for last year shows 35 per cent. increase over that of the previous year, and the sales for the Upper Provinces continue to increase. St. John Cotton Mills have sent between \$900,000 and \$1,000,000 worth of their products to the Upper Provinces the last four years, and their sales in 1888 to these Provinces were 70 per cent. more than those of 1886. We find the Moncton Cotton Mills report a steady increase in their sales to the upper Provinces. We find the Moncton Sugar Refinery reports sales to the Upper Provinces of 13,296,000 lbs. of their products. We find the Yarmouth Woollen Mills report 20 per cent. increase in their sales to the upper Provinces in 1888 over 1887. Coming now to the items of information in the Labor Report, I glean from the Royal Labor Commission report the following: Take the Province of New Brunswick. Mr. R. Butler, of St. John, says, "The demand for Canadian