

friendly. They had always done their utmost to promote and foster those feelings, and he believed some good results in this direction would probably be the outcome sooner or later of the negotiations which had recently been going on. Besides, in the interesting message which the President of the United States recently presented to the Congress, a disposition was shown to relax the high duties upon trade generally, and he thought that would be advantageous to the Dominion. With regard to the cost of railways, of course he did not mean in any way to make comparisons. He was only dealing with the subject from a public investment point of view; he merely said that railways in Canada cost 8,500*l.* of public money. He thought it necessary to mention that, because it was only upon that portion of money that dividends had to be paid. The Government contributions had as a rule been given absolutely, and no return was expected except in the development which must take place in the country owing to the construction of the railways. As a matter of fact he pointed out that, speaking generally, investors had only paid 8,500*l.* per mile for their railways, although they had really cost about 12,000*l.* In the case of working expenses it was difficult to make any comparison between the working expenses of colonial railways and the working expenses of British railways. Labour had to be paid at a much higher rate in the colonies than the mother country; the railways were made much more cheaply than in England, consequently a larger amount was required to be spent in maintenance, and it was also necessary to bear in mind that probably the current rate of expenses would enable a much larger traffic to be carried than was done at the present time. He mentioned in one part of his paper that the working expenses in 1877 were 81 per cent., and in 1886 they had fallen down to 72 per cent., showing that although the traffic had developed in a very marked degree during that period, the expenses instead of increasing had decreased very rapidly. With regard to the remarks of Mr. Stephen Bourne upon the tariff, he might mention that in Canada there was a practical unanimity of opinion with regard to the fiscal policy. At the recent general election both parties were united in regard to it, and both supported it. Mr. Stephen Bourne would admit that the country had made very rapid progress, notwithstanding the disadvantages under which he considered it had laboured, and that its condition was not unsatisfactory. It must be remembered that a policy which might be good for one country might not be good for another, and that local circumstances require consideration in every case of the kind. They might be certain that the interest of Canadians was not in any way to restrict trade, but rather to increase it with the mother country and other nations, and they were not likely to take any steps that would in any way diminish their present trade returns. They were very glad to get all the emigrants they could of the right classes, for they not only benefited the colonies, but also the mother country, where there were at present too many people. There could be no doubt that the development of the colonies within the past twenty years had had a wonderful effect on British trade returns, and this was largely owing to the construction of railways and to increased immigration.