

mentary sense, I am bound to accept the statement of the hon. gentleman. I am only speaking from reports of speeches I read as having been delivered by the hon. gentleman. If he has been misreported, then, of course, I am wrong; but I cut the speech out at the time, and have it in my possession.

Mr. ANGLIN. Read it.

Mr. BOWELL. I thought it very extraordinary that a statement of this character should have been made in a country like this, where we are endeavoring to build up amongst ourselves a trade which will enrich the whole country.

Mr. PLUMB. He is reported in a half-a-dozen papers to have said it.

Mr. BOWELL. The hon. gentleman says he was there, and that it was not said. What was the principal argument used by those gentlemen whom I may term the fathers of Confederation? It was that an interprovincial trade would grow up, and that articles which some Provinces could not produce would be produced by the other Provinces, being all members of the same family though living in different sections of the Dominion. Hence it struck me as very peculiar that the leader of a great party, and who is supposed to be at least in favor of the great principle of Confederation, should have given utterance to such language as this. I am not at all surprised that my hon. friend from Gloucester repudiates this sentiment, because we all know he was an uncompromising opponent of Confederation. I do not find fault with him for conscientiously believing that it would not be to the interest of that section of the Dominion in which he lived, and it was his duty, as a patriotic man to oppose it. But language of that kind, I say, is not that of a patriot. Any gentleman, any hon. member of this House, who has travelled through the Maritime Provinces and particularly in Prince Edward Island, must have found that the articles most largely in use there, particularly agricultural implements to which the hon. member for South Brant has referred, are nearly all bought from different sections of this Dominion, instead of being imported from the United States as formerly; but, what is still more gratifying, is the fact that, though being subjected to the heavy cost of transportation to the East, and to Manitoba and the North-West, these articles are sold, to-day, cheaper in these different sections of the Dominion than they were five or six years ago, when they were all purchased in the United States. The return for which my hon. friend has moved will be brought down. He tells us that the system of paying drawbacks—I think I may use the expression drawback to the drawback—has been intensified; that is, that the policy has been such as to prevent the possibility of these gentlemen obtaining their drawbacks. All I can tell the hon. gentleman is, that since our late discussion the principle has been extended to a certain extent, that in every single instance where manufacturers have presented their claims in such a manner that it was possible for the Accountant to arrive at a correct decision as to the amount of drawbacks they should receive, there has been no delay whatever in paying it to them. I think he will find that, when the return comes down, it will show that there was a much larger amount paid in the way of drawback than there was in previous years; and I have no doubt that, as the manufacturers continue to prosper, and when they shall have succeeded in more than supplying the home market, the export trade will continue to increase. And as it continues to increase, just so in pro-

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portion will the Government pay back as large an amount of drawback as the law will permit. But, unless manufacturers will place their claims in such a manner as will enable the Department, under the law, to deal with them, they have no right to complain of any delay which may take place. I make this explanation, because I know that in some cases manufacturers complain that their claims have not been attended to as rapidly as they should have been. Such claims, of course, come to the Department, and when complaints have come to me, and I have made enquiry, I have found in every instance that the claims have been made in such a way that it was impossible to deal with them until they were amended, and when this has been done no delay took place. I can only hope, as one of the best possible evidences of the prosperity of our country, that our manufactures will increase to such an extent that it will not be necessary for us to go out of the country for any of the articles we may require that can be manufactured here. As an illustration, I know that my hon. friend before me, the Minister of Railways (Sir Charles Tupper) finds that the demand for rolling stock to supply the Intercolonial Railway and other Government railways, has been so great that it has been utterly impossible for the engine manufacturers and car manufacturers of this country to contract for and deliver the articles required within anything like a reasonable time, or within such a time that he would have been justified in waiting to receive them. This has been the case in the car and engine shops, not only of Ontario, but in the Maritime Provinces; they have been driven to this extent, not to supply a foreign demand, but for the home market; so that the Minister of Railways, as well as many railway companies, have been obliged to import rolling stock in order to keep pace with the increased traffic in various sections of the country. Let us hope that this state of things may continue, and when the time comes for going into this matter more minutely, I think I will be able to show the hon. gentleman that, even in the articles to which he has referred, the manufacture has not decreased but has rather increased, and that the market has been in our own country instead of a foreign country. No article I know of furnishes a better illustration of that fact than that of furs. The demand for furs from Montreal, and other places in the older Provinces, in the North-West as well as the usual demand in other parts of Canada, has been so great that the manufacturers have scarcely been able to supply it, and hence they had none to export to foreign countries; but if those markets were not open to them for the sale of furs, as well as other articles, they would have to export them in order to find sale for that which they produce.

Mr. CHARLTON moved the adjournment of the debate.

Motion agreed to.

#### SECOND READINGS.

The following Bills were read the second time:—

Bill (No. 15) to incorporate the Winnipeg and Springfield Bridge Company.—(Mr. Scott.)

Bill (No. 16) to incorporate the Manitoba Bank.—(Mr. Scott.)

Bill (No. 17) to grant certain powers to "The American Telegraph and Cable Company."—(Mr. Cameron, Victoria.)

Bill (No. 18) to incorporate the Ottawa and Arnprior Junction Railway Company.—(Mr. Domville.)

Bill (No. 19) to incorporate the St. Johns Bridge Company.—(Mr. Cameron, Victoria.)

Bill (No. 20) respecting the Portage, Westbourne and North-Western Railway Company.—(Mr. Boulton.)

Bill (No. 21) to incorporate the Thunder Bay and Minnesota Railway Company.—(Mr. Boulton.)