

crease in our trade will follow as naturally as day follows night.

One of the most remarkable features of Canada's advancement is the growth of our immigration. During the eighteen years before this government took office, it was a deplorable thing that so many of our farmer's sons and mechanics left Canada to go to the United States and other fields seeking more profitable employment and more rapid advancement in life than could be found at home. In 1896, the total immigration into Canada was only 21,716. It was a deplorable fact that, down to that time, the majority of people coming from across the Atlantic to Canada passed through Canada to find homes in the United States. In 1907, the total immigration to Canada amounted to upwards of 250,000. From March 31, 1907, until the end of October, a period of seven months, no fewer than 211,859 people have come to Canada, or 50,297 more than during the same period last year. I observe, by the returns, that the majority of these immigrants are from Great Britain and Ireland. We are always glad to see people from Great Britain and Ireland come to make their homes in Canada. We find also that many of these immigrants come from the continent of Europe. I am sure that every Canadian welcomes these immigrants from the continent of Europe, provided they come with sound bodies and sound minds. We heartily welcome any citizens who come from the good old land of France; not as many have come from France within the last few years as I would like to see.

Another feature this government has every reason to be proud of is its management of the Post Office Department. In 1896, there was a deficit of \$700,000 in the administration of the Post Office Department. For the present year, there will be a surplus of \$1,000,000, and this result has been brought about not by cutting down or starving the service in any way, but through judicious and able management. Since 1896 there have been great reductions in our postal rates, as well as great extensions in our system. The rapid development of the west has made enormous demands upon the government for the increase of new mail services and the establishment of new post offices. An increase of pay to the amount of ten per cent was granted to our postmasters by the former Postmaster General, and still further increases have been granted by the present head of the department. Better postal facilities have been established between Great Britain and Canada. Until a few years ago, the postal rate to Great Britain was 5 cents per ounce; then it was cut down to 2 cents per half-ounce, and now it is 2 cents per ounce. The establishment of mail delivery in our cities of over 10,000 population is also a marked improvement in the administration of our postal service. So that, I think, in looking

at the management of the Post Office, we cannot but regard it as having been most efficiently and most economically carried on.

The growth and development of the Canadian transportation system, especially in regard to our railways is also a feature of our national life of which we have every reason to be proud. In 1896, we had 16,270 miles of railways; in 1906, our railway lines increased to 21,353 miles. We find that the freight carried in 1906 showed an increase over that carried in 1896 of no less than 33,000,000 tons, and there were 13,000,000 more passengers carried in 1906 than in 1896.

The freight carried on our canals was three million tons greater in 1906 than it was in 1896.

If there is one thing more than another of which the people of Canada can congratulate themselves it is the fact that the National Transcontinental Railway and the Grand Trunk Pacific are making such remarkable progress towards completion notwithstanding the many difficulties which confront them, both in securing the necessary labour to construct them and in carrying supplies to points on the construction route so remote from those touched by existing railway lines. West of Winnipeg upwards of 300 miles have been graded, and about completed and grain has been carried over a part of this road since October last. About 500 miles more are under contract between Winnipeg and Edmonton and will be completed in due time. On the mountain section, between Edmonton and the Pacific coast, surveys are going on rapidly and tenders will soon be called for. The construction of the National Transcontinental between Winnipeg and Moncton is making good progress; 861 miles are under contract, with 946 miles yet to be let. The progress made upon the construction of the line between Winnipeg and Moncton must necessarily be slow because of the fact that the line is being constructed through a new territory far from the base of supply. It is also satisfactory to know that the line between Winnipeg and Quebec will have a much better roadbed than was at first anticipated. The maximum grade adverse to east-bound traffic is but .4, and the maximum grade adverse to west-bound traffic is .6. The government could not have taken any better course in the interest of Canada, notwithstanding all the embarrassments that were thrown in their way, than the construction of the Transcontinental Railway. It has given employment to a large number of the people who are coming into this country as well as to those already in. It is also a fact that the port of New York is very much congested. The handling of traffic at that port, it is agreed upon all hands, is becoming exceedingly expensive. I noticed an interview with Mr. J. J. Hill,