

amounted to \$12,000,000. Is there any sorrowful wail in the announcement of these figures? Do these figures show that the manufacturing industries of our country are languishing, paralyzed or tottering into decay?

In our mining industries we observe similar development. The production of our mines for 1905 showed an increase of \$1,800,000 as compared with 1904, and this despite a reduction of about \$2,000,000 in the Klondike. Applying the usual tests for determining the country's development we find that the business of Canada has increased during the last ten years two-fold. Ten years is a short time even in the lifetime of a man; ten years is a very short time in the history of a country. Yet, in ten years we see this splendid increase.

Let us compare the total trade of the country at different times. In 1896 our total trade was less than \$240,000,000. During the year just closed our total trade exceeded \$500,000,000. Even if we make no progress in the next five months over the corresponding five months of the past year we shall still have reached the sum of \$514,000,000 in our total trade for the year. Another gratifying fact that I might mention is that in its trade per capita Canada occupies third place among the countries of the world. Belgium and England are in advance of us, but Canada makes a good third. These figures should inspire us with pride in our country and should fill us with unbounded confidence in our future.

Nor has this progress been confined to one particular part of the country. In every province of the Dominion there has been general prosperity. The honourable mover of the address referred to the great prosperity of the west. I may be pardoned if I speak of the condition of affairs in the east. A very substantial measure of prosperity has been enjoyed during the past year by the people of the maritime provinces and especially the people of Nova Scotia. In the east a new city arose a few years ago, the city of Sydney. I was surprised to learn, as I did from an article in the Maritime 'Merchant,' that, within a radius of 18 miles of Sydney, 17,112 men were employed with a monthly pay-roll of \$765,049. It may not be unknown to you Mr. Speaker, that a few years ago the Cape Breton towns were in a semi-comatose and decadent condition. Thanks to the wise policy of the local legislature of Nova Scotia and the generous encouragement of this government, the scene has been changed. The Dominion Coal Company was established there some years ago, and its establishment marked the beginning of a new era of industrial prosperity for Cape Breton and for Nova Scotia. After that came that gigantic enterprise the Dominion Steel Company. With its geographical situation with the conditions that obtain industrially—coal and ore iron being found out on the spot—

there can be no doubt at all that other industries will soon spring up in that quarter, making for the wealth and prosperity of our Dominion. Sydney, I may say to you, is to-day but in its swaddling clothes as an industrial centre. Yet you will be surprised Mr. Speaker to know that more money orders were issued last year from that office than from any other office in eastern Canada. The older cities of Halifax and St. John fall behind Sydney in that respect. In referring to the local conditions in the east, I do so in no sectional spirit, but as giving a sample brick of the progress and prosperity enjoyed from one end of Canada to the other—it is the same pleasant story from the Atlantic to the Pacific.

Mention is made in the speech of the gratifying progress made in connection with the Transcontinental railway and the surveys of the eastern division of that line. It is gratifying to know that already 395 miles of the eastern division have been laid. Although the western section is not under the directional control of the government, yet as it is an integral part of this grand enterprise, it is interesting to note that already nearly a thousand miles of the western portion has been placed in the hands of the contractors. The importance of this railway it is impossible to over estimate. It will make for the greatness of Canada not only materially but sentimentally as well, for it will have the effect of cementing the different provinces of the Dominion. The fathers of confederation recognized the importance of such means of promoting this sentiment of unity, for, at the time of the union in 1864, it was made a condition of confederation that the Intercolonial Railway should be built to connect the eastern and the western provinces as they then stood. In like manner, when this transcontinental railway shall have been completed, there will be a unification of the provinces of Canada and this growing national spirit will be intensified.

As to the importance of this transcontinental railway it is unnecessary for me to make any comment. Now that the tide of immigration has set in toward our shores, now that we are receiving this influx of settlers from England, Scotland, Ireland and the United States, the imperative urgency of this road becomes apparent. The honourable mover of the address fears that it has come too late. Let us hope that such is not the case. When that road is built, and when the vast trade that has been developed between the eastern countries, such as China, Japan and India, and the European countries, finds a highway across Canada, this transcontinental railway will be taxed to its utmost capacity. The eastern portion of Canada, Nova Scotia, as the long wharf of the Dominion, will then become the loading and unloading ground for this great world traffic.