

have too many manufacturers and not enough agriculturists. In the Maritime Provinces I have not witnessed any diminution of the supply of Ontario manufactures. I have not heard any complaint that the agriculturists have not enough mowing machines or agricultural implements. On the contrary, there was an abundance of such manufactures. His Excellency has honoured the Province with which I am connected with a special notice. He congratulates us upon the opening of our railway. No doubt it is a matter of congratulation to know that the community possesses so many miles of railway in proportion to the number of its inhabitants. We have 200 miles of rail and a population of about 100,000. There are some drawbacks which I expect to see remedied under the present able management. The rolling-stock is insufficient and there are not enough engines. To derive the full advantage of that line, we require to develop it for local traffic, on which alone it must depend, and to secure it there must be plenty of accommodation. That is a principle which I think will commend itself to all. There is another feature in connection with this which I wish to allude to—communication with the mainland. It is a fact which I very much regret, that although the maintenance of communication in summer and winter formed part of the original terms of union, three years have elapsed since the Province came into the Confederation, and we are yet without winter connection. Some abortive attempts have been made to supply it, but the fact that the representatives of the Island crossed the straits on the Sabbath after a delay of five days, proves that such communication is necessary. I am aware that the Government have made arrangements to supply it next year, but we must remain under the inconvenience of wanting it this winter. This matter does not affect the Island alone, but also the adjoining mainland Provinces. We wish to deal with them as if no straits intervened. I venture, before I resume my seat, to express the hope that this subject will occupy the attention of the Government, and before another winter comes we shall be able to leave our homes to attend our duties at this place, and that our merchants and farmers will enjoy the same advantage without the inconvenience of having to wait five days to cross the straits.

Hon. Mr. ALEXANDER—While I agree with the honourable gentleman who has

just spoken, that the depression of trade is not sufficient to cause alarm, I must say that we cannot expect the Government of this Dominion in the future to be as simple and easy a matter as it has been in the past. The working of this Confederation since 1867 has been an unparalleled success. We have found the revenue of the country, from its progress, from the great energy of our people, from the growth of our cities and of our productive industries, steadily increasing year after year from \$13,000,000 to nearly \$24,000,000. We have not, perhaps, exercised that wisdom in the period of our prosperity which, as a people, we ought to have done. We have, perhaps, displayed too much enterprise. We have been too expensive in our outlays, and I cannot help saying, in my humble judgment, the Local and General Governments have not exercised proper care and caution. Up to the present moment we have been developing one of the finest countries in the world—Ontario, Quebec and the finer portions of the Maritime Provinces—but we should not forget we are now approaching the Laurentian Range, through which we must pass before we can reach the fertile plains of the Northwest, and this will involve us in an unusual and enormous expenditure. We cannot forget that while the Intercolonial Railway has been so successfully and completely built, it has to be run at a loss, and many practical men are of opinion the revenue will be affected by the working of that road. We cannot forget that we are spending \$6,000,000 in enlarging our canals. We cannot forget there are very great difficulties in satisfactorily meeting the views of the people of British Columbia, in accordance with the terms under which they came into the Union. We cannot forget that we have also a magnificent country in the Northwest—the Red River section—which we have not yet been able to reach. I do not hesitate to express my own view—and I believe it is the view of large numbers in this Dominion—that the proposal of the present Government to open a half rail, half water route to the Northwest is a mistake. While it has the appearance of economy it will not enable us to attain the object for which the money is expended. It will never induce the thousands and hundreds of thousands that we desire to see going into that territory. If we have any faith in that country we ought at once to make up our minds that while we endeavour to secure railway communication dur-