

THE EMPIRE AND THE COLONIES.

Prince Edward Island were added to the confederation and in 1885 at a cost of 150 millions we spanned the continent with a railway from the stormy Atlantic to the Pacific. Let me beg your attention for one moment while in a sentence or two I give you some idea of this great confederation of colonies which I have the honor to represent here tonight.

In 1837 there were no ocean steamers plying between Great Britain and this continent. An occasional steamer found its way into New York there to be gazed at by wondering thousands as in the case of the "Great Western" which arrived in New York on the 23rd of April, 1838, to be detained several hours because the steward could not procure provisions enough in all New York, and she had to wait for a delayed boat load of them. But in 1897 fourteen distinct Canadian lines of steamship cross the Atlantic to and from the St. Lawrence, and I have just come from Ottawa where last week in the parliament of Canada we voted \$500,000 a year to a fleet of grey hounds to make the trip at the rate of twenty-one knots an hour.

Look at our shipping! In 1837 the Montreal shipping arrived, consisted of 208 vessels, 50,277 tons register; in 1897 4,233 vessels, 2,156,359 tons register. In 1837 the total trade of Canada of the R. N. A. provinces, imports and exports, amounted to \$28,000,000; in 1897, \$240,000,000.

In 1837 the shipping employed inwards amounted to 1,840 vessels, 617,899 tons; in 1897, to 96,641 vessels of 25,268,536 tons.

Look again at railways. We had in 1837 16 miles of railway, 1 locomotive, 4 cars, 20,000 passengers, 7,716 tons of freight. Today, in 1897, we have 17,000 miles of railways, 2,046 locomotives, 62,000 cars, 14,810,407 passengers, 44,266,825 tons of freight. In 1837 we had 16 miles of canals five feet on sill. In this year of grace, 1897, we have 72 miles of canals from 9 to 14 feet on sill, with a submerged canal between Montreal and Quebec, made by cutting out about 25,000,000 cubic feet of earth and stone, the whole opening up a system of navigation over 2,000 miles in length at a cost of \$81,000,000. (Cheers). You

cheer that. But I have yet to tell you what is more significant as regards the empire. We have in the last twenty-five years opened up a country known as the Canada Northwest, which could supply England with all the beef, wheat, mutton, butter, pork and cheese she needs. With Canada not to speak of Australia and India, and the Cape, nobody need talk of starving Great Britain.

In 1891 we shipped eastward from Manitoba and the Northwest 17,000,000 bushels of grain; in 1892 20,000,000 bushels; 1893 17,000,000 bushels; 1894, 19,000,000 bushels; 1895, 22,000,000 bushels; in 1896, 26,000,000. We have on the Atlantic and the Pacific the finest harbors and the finest coal fields in the world. The finest coaling stations for an imperial fleet. We have silver and gold and nickel and mica mines. We have forests all but inexhaustible; rivers and lakes; fisheries the envy of the world, mountains which you who have crossed the Rockies know surpass those of Switzerland in sublimity and terrific grandeur. We have great cities on the Pacific coast, a city only ten years old, which might be a great capital. In Winnipeg the village of 1831 is a great city today, and along the line westward towns and cities most of which—I don't think you could say this of Boston—have plenty of light and yet have never had any gas (laughter and cheers.)

Now there are some papers which are hostile to this Great British empire. I don't know why, any more than I can understand an Irishman being hostile to it. I know very well there have been unwise English statesmen and bad laws, but the expansion of the British empire is the enlargement of the freedom and blessings and enlightenment of the human race. It is admitted that no two great powers combined could cope with England, but it is said all the powers might combine. Is that likely? But suppose they did. Remember Great Britain and Ireland faced a world in arms a century ago, and never sat down until Waterloo, one of whose heroes is at this board tonight, crowned her and placed the bloody laurels of victory

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