

of Nova Scotia, and cheaper rates both for fares and freights. Of the arrangements with the Province of British Columbia, I have little personal knowledge; but we are well aware that for some time differences have existed between that Province and the Dominion of Canada. These it would appear, are now happily adjusted, and a measure will be submitted to Parliament by which they will be finally terminated. It is to be borne in mind that that outlying Province has not yet fully reaped the benefits which were anticipated from Confederation. The full benefits of union with the older Provinces will only be realized when our great Interprovincial Railway is finally constructed. Then British Columbia will fully realize the advantages of its union with the older Provinces; and, in the meantime, to that distant Province we must give our sympathy and our generous support; and I trust that the anticipations which the people of British Columbia reasonably entertain may, by the action of the Canadian Parliament, be fully and speedily realized. It is also a matter for congratulation that the Intercolonial Railway, as evidenced by the returns for the last year, is no longer a burden on the public exchequer, but that there is a surplus of receipts over expenditures. Among the subjects which are a fair matter for congratulation, there is none more important than that of immigration. In 1878 the number of immigrants who came into Canada and settled was 30,000; in 1881, 47,000; in 1882, 112,000, and in 1883, 133,000, showing a steady and unprecedented influx of people to settle in this country. With regard to the immigrants who arrived last year, 34,000 were from the United States, and 11,000 of those were returned Canadians. A very important trade, connected with cattle and sheep, has been developed in the last five years. The statistics of 1878 show no returns of the importation of pure bred cattle into this country; the year before last the importation of thorough-bred cattle amounted to 12,000, and last year to 21,000. This fact is one which will contribute to the improvement of our stock, and the increase of our agricultural resources, while it will also tend to stimulate the important trade which has sprung up in connection with cattle and sheep. Within the last five years this cattle trade has assumed almost enormous dimensions. In 1878 there were exported from Canada 19,000 cattle and 46,000 sheep, almost entirely of American product. During 1883 there were exported from Canada 56,000 cattle and 114,000 sheep, entirely of Canadian product. This industry will contribute greatly to the increase of the agricultural wealth of the country, and will afford the farmers and all who take an interest in the progress of agriculture, a new field for investment and increased opportunities for enterprise. I may say in this connection, that the Canadian cattle trade with England enjoys advantages over the trade of any other country. The United States are put upon what is called the scheduled list, and cattle exported from the United States to Great Britain must be slaughtered at the port of entry immediately after landing. But by a wise provision of the present Government, arrangements have been entered into by which Canadian cattle are not placed on the schedule list; they need not be slaughtered at the port of entry, but may be driven or carried to any of the British markets and treated in the same way as British cattle. This is a great advantage to the exporter of Canadian cattle, an advantage which, in money, is equivalent to one or two pence per pound of beef. During last year an incident occurred which demonstrated the patriotism and ability of the Minister of Railways, I am sure, not merely to the great satisfaction of his own political party, but to all people who prize the progress of this country, and who are interested in the prompt and efficient discharge of public duty. On one occasion three ship loads of cattle were condemned by the veterinary surgeons at home, but the Canadian High Commissioner seeing that the Canadian

Mr. MACMASTER.

trade might be injured by these cattle being condemned, and Canada put on the scheduled list, repaired immediately to the scene of action, with an order for the re-examination of these three cargoes. The skill which that hon. gentleman possessed in his knowledge of the physique of that other great animal, man, enabled him to have a supervising eye over the acts of the veterinary surgeons and by his prompt and vigorous action, by devoting his personal attention to the matter, he succeeded in getting a re-examination, which resulted in showing that these cattle had been improperly condemned, and procured the removal of an order which would not only have damaged the cattle trade but the shipping trade as well, and impaired the success of this great Canadian industry. I think the thanks of the Canadian people, irrespective of politics, are due to the hon. Minister of Railways for the promptness and the efficiency with which he performed this duty. I do not desire to trouble the House with much detail, but I may say that the receipts for the year have been in excess of the estimates, and the expenditure has been less than the estimates. The result is, that on the transactions of the year there is a surplus of \$7,060,000; and this is apart from the sum of about \$1,000,000 realized from the sale of lands in the North-West. These two make a total surplus of upwards of \$8,000,000, the largest sums united since Confederation. Now, Sir, a large portion of this surplus has been derived from importations—and with reference to that, I may say that there has perhaps been over-importation. Perhaps it would have been better for the prosperity of the country if our importations had not been so large; but that is a matter which will, in time, correct itself. However, a large surplus is not at all a bad thing to struggle with; and when we take into account the various circumstances to which I have referred—the large amount in our Treasury and the prosperous state of our finances—we may fairly congratulate the country on the substantial degree of prosperity it enjoys, notwithstanding the fact that the last harvest has not been so productive as its predecessors, and notwithstanding the over-trading which prevailed to some extent during the past year. Now, Mr. Speaker, referring to the legislation which is proposed, I would say that our experience in the North-West has demonstrated that changes can be made in the laws relating to that country with advantage, and a Bill is proposed to give effect to those changes. The growth of manufacturing establishments in the country will necessitate the introduction of legislation with the view of making better provision for the well-being of artisans and their families, not only in their own interest, but in the interest of the community generally. I am sure that the measure which it is proposed to introduce, in order to assimilate the laws relating to Dominion elections, will be favourably received. A measure of that nature was introduced last year, and was left over until the present Session for fuller consideration. It is an anomaly that the standard of qualification for voting at Dominion elections should be the diverging standards prevailing in the different Provinces. An effort should be made at the earliest day to render as nearly uniform as possible, the standard of qualification for voting at Dominion elections in the several Provinces of the Dominion. Then, Sir, it is proposed to legislate with regard to the Indians who are our heritage, and whom, by good faith, by fair dealing, and by keeping our treaty obligations, we have succeeded in retaining as our friends and allies, instead of making our vigorous enemies, as has been the case in the United States. The disappearance of the buffalo in the North-West, owing to his rapid slaughter, has induced the Indian to give up, to a great extent, his nomadic habits, and to betake himself to the more ordinary avocations of life. The Indians have, to a large extent, settled themselves on their reserves, and provision should be made for them in their new mode of life. Then, with regard