

The reason I refer to those remarks is, because you will usually fail to find such advertisements of the resources of this country in the debates of the neighboring Republic. Fault is found with hon. members in this House, I believe, for having on one occasion advertised the resources of the neighboring Republic, but at that time we did not know we would have the happy answer that no less than two members of their Congress had held up to admiration the resources of the Dominion of Canada. I have shown, I think satisfactorily, that in the past the progress of the Canadian Pacific Railway has done much for this country. I leave it to the imaginations of hon. members, in view of what has taken place in the past, to predict what will happen in the future, and they know what is happening every day in fulfilment of the anxious expectations of the hon. gentlemen who had the boldness to initiate that policy only a few years ago. Coming to the railway which is still under the management and control of the Dominion Government—the Intercolonial Railway—we find that affords another index to the material progress of the Dominion. We find that, instead of a deficit of nearly \$500,000, in 1878, that was incurred in the management of that road, and through the depression that prevailed in the country, the earnings have nearly doubled, and instead of a deficit the management of the road shows a surplus of \$9,000. No matter how bad a thing it may be, as some hon. gentlemen hold, that the country should show a surplus, I think we will all agree that when the rates have been lowered on that road so as to be less than those on any other road in the country—when every effort has been made to satisfy the people who do their trade by it—we should all be glad that this railway, for which the Government are directly responsible, shows a balance on the right side of the ledger. Not only has the Intercolonial been maintained as a first-class road, not only has it shown an increase in regard to the amount of traffic which to a certain extent must necessarily pass over it, while the trade in the Maritime Provinces with older Canada increases, but the satisfactory manner in which it is managed is proved by the extraordinary increase in the number of passengers who travelled over the road, therefore, the road which is under the direct management of the Government shows not only an increase of traffic and an increase of passengers, but a management that redounds to the credit of those responsible for it. I now come to a subject closely allied with the matters necessarily discussed in regard to the Canadian Pacific Railway—the country through which that railway runs; and I find, by figures placed in my hands, that the Department of the Interior had an equal claim with the Department of Agriculture to the gratitude of Canadians, because, owing to the successful and happy administration of the matters coming under the control of the Department, we have these extraordinary figures: that whereas the total receipts from the North-West and Manitoba, from the date of the transfer of the territory from the Hudson Bay Company up to December, 1881, amounted only to \$820,000, the receipts for the year ending December, 1882, reached \$2,250,000. Little need be said by myself to show the extraordinary rapidity with which the country is advancing and the satisfactory management of the Department to which I have alluded. But more than that, Mr. Speaker, I am informed that the sales negotiated during the past year, under the colonization terms, and the regulations regarding lands homesteaded and preempted, amount altogether to \$10,000,000. Not only so, but \$2,250,000 have already been received of that sum, the whole of which is to be paid within four years under the conditions of sale. That is the lowest calculation; but there is a probability of that sum being largely increased. If transactions to that extent have already taken place, what may we predict as to the results of subsequent years as the country is built up,

Mr. TUPPER.

becomes known abroad, and the tide of immigration continues to increase? One would hesitate to make any estimate. But we know this, that in the discussion which took place on the floor of this House in regard to the Canadian Pacific Railway, not a member on one side or the other dared to predict that at this time the hon. Minister of the Interior would have been able to come down to the House and show figures like these; and, therefore, if hon. members were all so ignorant as to the wonderful capabilities of the North-West and the progress it would make, then what can we not imagine to be the future of that country, and that in the near future? I have alluded to the growth of trade—the wonderful growth of trade indeed—between older Canada and the North-West; a trade which has no doubt been fostered and encouraged by the healthy working of the National Policy; and this trade, to which I have referred, under circumstances at present existing, is likely to increase, and, in fact, is sure to increase every day and from day to day; but we find in the history of Winnipeg itself—in the history of the capital of Manitoba, in the history of what, perhaps for all time, will be the important trade centre of the Great North-West—much to show that the progress of that country is certain—that it is not a fitful progress, and that it is not a progress which is likely to be stopped; but that it is the beginning of a steady and extraordinary growth. We find that, in the year 1879, the assessed value of property in the town of Winnipeg was only \$3,000,000, while in the year 1882 the assessed value of property in that town amounted to no less than \$30,000,000, and not only so but its population has been trebled since 1879. Now, I think that this augurs well for the growth of that town, which has stood the natural shock it has received from other and rival towns which are springing up on all sides throughout the great North-West, and therefore we have every reason to expect that we have only now seen, and do only now see, a very small portion of the wonderful prosperity and progress of that country to the west of us. I think, Mr. Speaker, that among all the tests which are often ventured by members of this House, and of other Houses of Parliament, in this relation, there are three tests which are at least satisfactory to an ordinary mind: the condition of the laboring classes, I believe, can most satisfactorily be known and ascertained by the condition of the savings banks of this country; the condition of traders by the number of failures in the country, and the condition of the country generally by the volume of trade, as shown by the exports and imports. Judged by these tests, no member of the Liberal-Conservative party has reason to be ashamed of the promises which were made by the leaders of that party a few years ago; no member of that party need hesitate to point to those figures and abide by the result. The increase in the sum of the deposits in the savings banks, during the past over the preceding year, amounts to no less than \$6,000,000; the number of failures, which, I believe, can be ascertained by every hon. member of the House, I am confident will bear me out in the statement that their number is decreasing. Of course, failures will always occur, and necessarily must occur; but I am confident, and I believe that I am—and I leave myself in the judgment of the House, as I do not happen to have the figures with me—when I say that taken by that test the condition of this country is satisfactory, we have then the gratifying fact that the trade of Canada, as is shown by the imports and exports, shows an increase during the past year of \$49,000,000; and I may say, in passing, that there is also this gratifying feature in regard to their view of this question—that while owing to the extraordinary manner in which this country is being filled up; owing to the extraordinary enterprise which has been shown by its people;—owing to the enormous amount of raw material which has