

enters in the manufacture of goods, and all these things prove conclusively to me that there is an increased number of people employed, an increased number of wage-earners who are receiving good wages, and who will be able to purchase goods and contribute to the revenues of the country during the year. In everything there is evidence of increased activity. I read to the house to-night the increase in the post office service. Hon. gentlemen opposite claimed that we would kill out the shipping trade of the country, but there has been a steady increase in the coasting and foreign trade of this country ever since this policy was introduced, all tending to show that the country is progressing favorably.

Mr. MITCHELL—Sailing vessels?

Mr. McLELAN—I will read the figures to the hon. gentleman. The coasting trade in 1884-85 was 15,944,422 tons, the foreign trade in ships was 7,644,615 tons.

Mr. MITCHELL—Sailing vessels?

Mr. McLELAN—Sailing vessels and steamers.

Mr. MITCHELL—I am asking about sailing vessels.

Mr. McLELAN—I have not separated them. I have not learned yet that a steamer cannot carry goods and passengers. I think that the steamers carry just as many goods in proportion to their spare tonnage as sailing vessels and deliver them quicker, and I was taking them both together. The foreign tonnage was 7,644,615.

Mr. MITCHELL—Foreign tonnage?

Mr. McLELAN—The coasting and foreign trade together was 23,589,000 tons. In 1878-79 the coasting trade was 12,066,683 tons; the foreign trade 6,000,000 tons, or a total of over 18,000,000 tons. There is an increase in the six years of 5,433,804 tons or an average of 905,634 tons a year.

Mr. MITCHELL—Foreign tonnage, but not Canadian; that is the point.

Mr. McLELAN—I am not speaking of whether we owned more or less tonnage—

Mr. MITCHELL—Ah! That is what I want to know.

Mr. McLELAN—I am speaking of this point: that the people of this country, the trade of this country and the wants of this country, employed a larger tonnage by 5,433,804 tons than they did in 1878.

Mr. MITCHELL—Yes, but owned by foreigners; there is the point.

An hon. member—It makes no difference.

Mr. MITCHELL—It makes a great deal of difference.

Mr. McLELAN—I am not aware that foreigners own a very large proportion of the shipping that is engaged in the coasting trade of this country. I am not aware of it, and if the hon. gentleman will show it to me, I will accept the figures he will give, but it does not alter the

position I have taken, that the trade of the country requires 5,433,804 tons, and employs that tonnage more than it did in 1878-79. Then if we come down to railways we find that in 1878-79 we had 6,664 miles of railways in operation; their train mileage was 19,000,000; the total passengers carried, 6,444,000; the number of tons of freight carried, 7,833,000. Now, sir, in 1885, we have 10,149 miles of railway in operation; we have a total train mileage of 30,623,000; the total number of passengers carried, 9,672,599, and the total number of tons of freight carried, 14,679,949, or an increase in all these items of over 50 per cent., all tending to show that there is an increased trade, an increased activity in business throughout the country. Therefore, sir, I think that I am right in the position I take, that the business of the country is more active and better. Then we have the fact as shown by our bank returns that we have \$16,000,000 more of bank and Dominion notes in circulation than there were in 1878; that the deposits in the chartered banks in 1885 were \$106,000,000; in 1878, \$72,000,000; or an increase of \$34,000,000.

We have the fact that the savings banks deposits have increased from \$8,497,000 to \$35,280,000 up to last night, an increase in deposits of \$26,783,000. But, Mr. Speaker, we have an increased number of men engaged in business, and we have also an increased number engaged in business without failing as they did in 1878. The number of traders, in 1885, was 70,043, with failures amounting to \$3,743,000. In 1878 we had 56,347 traders, with failures amounting to \$26,875,000. There is an increase of 13,696 in the number of people engaged in trade throughout the country, and there is a decrease of \$18,132,000 in the amount of the failures, and I take these facts as the best indication of the condition of the country, that larger numbers are engaged in trade, and engaged without loss to themselves and to the country at large. The returns for the first period of this year show still more favorably in respect to the failures. The return, as given for the first six weeks of 1886, was 192 failures, as against 235 in the same period of 1885 and 287 in 1884; so that, comparing with 1878, the decrease is very great in the number, and the decrease in the amount of liabilities is something enormous. I was very deeply impressed with the explanation which the hon. member for Bothwell (Mr. Mills) gave a year or two ago of the causes of failures from 1874 to 1878. He put the whole case in a nutshell. He said that "the merchants failed for want of customers," and I suppose there were no customers because there was no employment for the people, and no money among the people to enable them to purchase the merchants' goods. Therefore the merchant stood idle at