

development of any sort takes place. And when was the first note of progress. In 1867 silver was discovered there; and then this monster Crown Lands Department comes down and says that not an acre must be sold. Now, there were parties engaged in surveys and discoveries there—parties who fulfilled all the conditions of the patent—but the rights of these parties had been injured. True, the policy of Government in stopping the sale was the best one under the circumstances. But matters must not be allowed to lie long as they are. An early development of the Government policy in the matter of mineral lands was an absolute necessity, and the country would be content with nothing less. As to royalties they were in his opinion behind the age. They were inconsistent with the General Government policy; and he hoped that the rumours respecting Government intentions on this point would have confounded. (Hear, hear). In respect to mineral lands as agricultural lands, what was needed was, that they should be thrown open to all comers. Was there to be liberality for the men who worked on the surface, and nothing but royalties, exactions, and reservations for those who worked at the occupation of extracting the mineral riches of the lands. To exemplify the results of the policy he would desire to see pursued, he would say look at the south shore of Superior, where on both the north and south shores attempts at settlement had been made about the same year, in 1845, and to-day, the population of the south shore was 30,000; while the population of the north shore was sufficiently indicated by his election returns. He had been almost unanimously elected by the people of the north shore, and their number was 14! (Laughter). Again, see the value of that south shore. The capital there, at the latest returns, was valued at \$40,000,000 in mining, and for other purposes \$10,000,000. The land sold and subject to taxation was upwards of \$4,000,000. The taxes were \$250,000. In 1867, the value of the exports is set down at \$1,200,000. On the waters of the lake, there were 27 steamers owned by Americans, and one solitary Canadian vessel; the American tonnage was 17,877 tons, while the Canadian was only 562 tons. The total tonnage of the Sault canal in 1866 was 45,853; and the number of American vessels was 1,008, which Canadian bottoms only numbered 18. Again, 13,358 American passengers passed through that canal in 1866, and 709 Canadians. In the same year, the tolls collected reached \$22,303 on American commerce, and but \$366 on Canadian. Yet again, he would ask their attention to the returns from the other outlet of this region, the North Western Railway. In 1866, the exports of copper by it were 9,267 tons of American yield; of Canadian, none. The quantity of bar iron carried was 347,784 tons American; Canadian, none; of pig iron, 11,554 tons; Canadian, none. Fish in barrels—American, 724; Canadian, 601. And a similar state of things prevailed with regard to the imports. In 1866, there were 48,911 bbls. of American flour imported; 150 bbls. Canadian; 6,549 bbls. of American pork; 130 bbls. Canadian; 4,338 bbls. American beef; 2 bbls. Canadian; 1,677,124 lbs. of American butter; 100 lbs. Canadian; and so on. Now, he would say, that if this prosperity of the South Shore arose entirely, or nearly so, from the land system of the United States, then it should be their part to benefit by experience, and hope for similar results. In his opinion, there ought to be a close—eye, a slavish following of the system which built up the South Shore.

Mr. BEATTY concurred in the remarks of