

tion of the Intercolonial Railway, and to that the hon. member for North Ontario is favorable, except that he would rather see it built without the union than with it, because the union will add so much to the expenses of the country. In reference to that, the increase of the expenditure will depend entirely on the hon. gentlemen who have now the charge of the government of the country. If they are extravagant; if they have a governor with a retinue, and for each of the provinces an expensive staff, and all the appliances of royalty, then I believe that the union would add greatly to the expenses of the country. But I do not understand that such is their opinion. I believe their desire is—and I am satisfied that if they have not this desire the people will require it of them—that it shall be conducted on principles of economy, and in such a manner that increased taxation will not necessarily be the result. (Hear, hear.) Now, sir, in reference to this great country which I have briefly adverted to, I wish it to be distinctly understood by the members of the Government that I for one support them on this understanding, and on this understanding only—that the union of the provinces and the construction of the Intercolonial Railway, the opening up of the North-West and the enlargement of our canals, shall be considered part of this scheme, with a view to developing our great natural resources and placing this country in a prominent position, not only as a colony but as a community, that will command the respect of nations. (Hear, hear.) We must have these promises respecting the North-West and the canals fairly carried out, and not be placed in such a position that after the Intercolonial Railway shall have been constructed, there will be a combination of eastern interests to prevent the accomplishment of these other works and swamp the great North-West. If there is to be a doubt upon that point, I for one, without any hesitation, will state that I will not support a scheme that will admit of it. (Hear, hear.) I am most decidedly opposed to the Intercolonial Railway as a commercial undertaking. I believe it never can be made a profitable commercial work. But this I do believe, that situated as we are, with the probability of being shut out from the markets of the United States by the abrogation of the Reciprocity treaty—of being restricted in our commercial intercourse with the world by the repeal of the bonding system—of being crippled by every step the Americans may

take with the view of forcing us into closer political relations with them, it is our duty for purposes of self-defence, and with a view of placing ourselves in an independent position and having our resources developed, fairly, properly and honestly to carry out this scheme with the construction of the Intercolonial Railway as part of it. As a commercial work, I have looked into it in all its bearings, and have failed to see the advantages it will confer. The farmers of the grain-producing districts of Upper Canada have the same market to sell their surplus products as the farmers of the States, that is, the English market. Now, I think it is impossible to show that the produce of Upper Canada can be conveyed by this Intercolonial Railway to the seaboard, and thence to Liverpool, as profitably as the Americans can carry it to the seaboard at New York and thence to the English market. If by the one route the grain cannot be carried as cheaply as by the other, it is impossible for the Canadian farmer or merchant to be placed in as good a position as the American. But if, having constructed the Intercolonial Railway, our Government says, "We will compete with the Americans; we will put the rates of transportation so low as to offer our farmers as cheap a route by it as by the States," then the cost of this will have to be borne by the people in another way, for the road failing to pay even expenses, the excess of expenditure will become a charge upon the country for years. View it then in any light, and the proposed road cannot be made profitable. But for purposes of defence, and as a means of communication, if we desire to be united with the Lower Provinces and retain our connection with Great Britain, the construction of the road is a necessity. (Hear, hear.) I desire, Mr. SPEAKER, to state what in my opinion will be some of the commercial results of this union. If the North-West contains land, as I believe it does, equal to almost any on this continent, it should be placed in precisely the same position as regards Canada that the Western States occupy in relation to the Eastern. I believe we should endeavor to develop a great grain producing district; for whatever may be said, there is not any appreciable quantity of grain-producing land in the hands of the Government not now under cultivation in Canada, for the benefit of our increasing population. It is a melancholy fact that for the want of