

present position offer any guarantee for independence, or for the continuance of our connection with England? Rather, do not the condition of this continent and the earnest advice of British statesmen call aloud upon us to be prepared, unless we intend to form part and parcel of the great republic? I can readily understand how men with annexation tendencies, and who are inclined towards republican institutions, would rejoice at our present position. I can understand how men who wish to see the whole continent converted into one great republic, are pleased at difficulties being created between the Empire and the provinces. But those who entertain different views see plainly that some steps must be taken, that we must go to work earnestly to build up a nationality independent of the United States, though not in hostility to it, to counteract the tendency so evident on every hand to drive us into their arms. We know very well what must be the result of the steps which they are now taking—unless we ourselves take measures in another direction—unless we find another outlet to the ocean—unless we find some other channels for our trade and commerce, they know that we must inevitably fall into their arms. That is another reason why I wish to see no delay in the union and in the amalgamation of the British provinces, in order that we may at once consolidate ourselves into one people, and at once endeavor to abolish those barriers which now exist between us, and develop the feeling that we have common interests, and that we are dependent the one upon the other, which can never be the case so long as division walls exist. It seems really astonishing to my mind that any man who really desires to see built up on this continent a nationality independent of the United States, should offer any opposition to the proposal now before us. (Hear, hear.) So much has been said with regard to our financial and commercial position and prospects, that I think it is quite unnecessary for me to say anything further on the subject. I am quite sure that I could not place the matter before you as well as it has been submitted by those who have preceded me. But it is natural that each speaker should dwell upon that which most impresses his own mind. I am persuaded that in every point of view—in view of our dependence upon, and precarious relations with the United States, in view of a desired union with the British provinces; in view of our connection with the Empire—we should be culpably lacking in our duty, did we any longer delay to seek and to

create new channels for our trade and commerce. It is well known that at the present time our productions are actually passing through the hands of the New York merchants before they reach the Maritime Provinces. These merchants are deriving all the benefits of that trade, which, with all our disadvantages, does exist to a considerable extent, and is evidently capable of an enormous extension. It is only necessary to refer to the position and characteristics of the different provinces, to see at once how exactly they supply the wants and deficiencies of each other. Suffice it to say that we are agricultural and manufacturing, whilst they are, and must remain, principally a maritime population, requiring for consumption that which we can supply them. I know it is said that these channels of commercial intercourse may be opened up without union. But we need to feel ourselves to be one people, with identical interests, dependent upon each other; and what can do this as well as a political union, bringing us together into one legislature and under one government? Perhaps it is not too much to say that our commercial interests would be furthered more in ten years under a political union, than it would be in thirty years without it. (Hear, hear.) In connection with this subject, I am naturally reminded of the Intercolonial Railway. Now, sir, it appears to me, although the Intercolonial Railway has been dragged into this question—although the expense of that undertaking has been dwelt upon by the opponents of this scheme as if it were part of the scheme and of this scheme alone—I believe that whatever the event, whether there be a Confederation of the provinces or not, the Intercolonial Railway is an indispensable necessity. The expense of that railway is, therefore, a question altogether apart from this scheme, and cannot be allowed to enter into the arguments *pro* or *con*. I do not look upon the Intercolonial Railway, at the present time, in the light of a profitable commercial undertaking, neither, to any great extent, as a valuable military undertaking. (Opposition cries of "Hear, hear.") There is not the least doubt that when we are not actually engaged in hostilities, it would be of the greatest advantage in furnishing us with an outlet at all seasons of the year. Before actual hostilities, as in the *Trent* affair, we need it to secure our independence of the United States in bringing rapidly troops and munitions of war into the provinces. When actually at war, we are aware that railways are easily destroyed, and