

satisfied, unless we handed over to the Federal Government our public works. These, hon. gentlemen, are of immense value to Canada. By imposing tolls on our canals to an extent which they would easily bear, and which would not prevent our carrying on the same immense trade as at present, we could readily raise half a million a year. The Welland canal alone has produced a revenue of \$200,000 a year. Well, all such sources of income are to be thrown into the hands of the Federal Government, while New Brunswick is to give us a railway which only pays three-eighths of one per cent. over its working expenses. This small sum, remember too, is what is paid now—two or three years after the construction of the line—but when the rolling stock gets out of repair, the rails want renewing, and other matters usual after a railroad has been some time working have to be attended to—the expense of the line to the Federal Government will constantly increase. The road will be a drag; and I say to hon. gentlemen that we are opening an account without knowing when it will be closed. (Cheers.) By engaging in the construction of the Intercolonial Railway, and the assumption of the New Brunswick and Nova Scotia lines, we are entering upon indefinite liabilities—the whole being non-paying property in which we shall find a heavy bill of expense. (Hear, hear.) Then, as if not satisfied with this, we are giving a sort of *Regium donum* of \$63,000 for ten years to the Province of New Brunswick. Again, we are to purchase for \$160,000 a year the mines and minerals and Crown lands of Newfoundland. Now, I venture to say, we shall not realize \$40,000 a year out of these minerals and Crown lands. We have a large mining country ourselves, which we find no very fertile source of revenue, and though it is true we have no coal in Canada, we can get that from Nova Scotia by paying an export duty and the cost of freight. In the face of these disadvantages we are entering a union which, by judicious management, might have been brought about without involving us in this immense expense. As I said before, I desire to see a union, but I want to see it effected on fair terms. (Hear, hear.) Now, in regard to the increased trade which it is said we are likely to get after the union is effected, I think there will be much disappointment. It strikes me that it will be almost impossible to alter the present course of trade, except by imposing duties on articles imported from other countries. The Intercolonial Railway will be too long, and there-

fore freight by it will be too expensive to divert trade, unless it is run by the Government at the cost of the country, and people are allowed to carry their goods almost free of charge. It can hardly be expected that we shall send breadstuffs over this railway. Even now it is not pretended that the railway can bring breadstuffs down as far as Quebec.

HON. MR. ROSS—They get them by water in the autumn, and store them for winter use.

HON. MR. REESOR—They will be able in winter time to get their supplies cheaper at St. John or Halifax by water than by the Intercolonial Railroad. If they are to buy our produce, there must be some pecuniary inducement, for they will not give us half a dollar a barrel more because the flour comes from Upper Canada; and what that inducement is to be I fail to understand, unless it be the effect of a heavy customs duty on foreign breadstuffs. As the channel of trade now is, the Lower Provinces can buy their flour cheaper in Boston and New York than in Canada, and would it be right to compel their people to take our produce at a greater cost than they can purchase elsewhere? It has been said that they consume \$4,000,000 worth of breadstuffs in a year, and many other articles that might be produced or manufactured in great part in Canada, and is it likely the 60,000 fishermen of Nova Scotia and New Brunswick will consent to have a duty of 20 per cent., or any other high duty imposed on breadstuffs, for the sole purpose of driving them out of the American and into the Canadian markets? (Hear, hear.) I question whether they are not apprehending a difficulty of this kind now, and on that account unwilling to accept all the inducements we have held out; unwilling to take the revenue we have offered them; unwilling to yield to the temptations put before them; because they are afraid of the imposition of duties on breadstuffs, to which they would be liable if they were to place themselves in the power of a country represented by so large a vote in the General Government as Canada will have. (Hear, hear.) Leaving this question of trade, we come to the consideration of the constitution of this House. Now, no one has petitioned against the continuance of the elective system—no one has complained that it does not work satisfactorily. We do not see that many of the elected members are so very much inferior to the nominated members of this House—there has been no serious ground for fearing a dead-lock—yet there is to be a change in the constitution of the Legislative Council,