

view. We have the advantage of getting the money in the winter, it is true, but how do we get it? By losing a large amount. For my part, I do not believe in getting only 3s. 9d. for a dollar's worth of produce. (Hear, hear.) And I am satisfied that when our farmers get to understand the question, they never will consent to be taxed for the construction of any such road. Taking the cost of transportation at two cents per ton per mile, and the distance from Halifax to Belleville at 831 miles, we find it would cost \$16.62 to transport a ton of goods between the two places. And at such figures, does any honorable gentleman who has the slightest knowledge of commercial transactions believe for a moment that merchandise could be sent over the road at any such rates? Supposing you reduce the rate one cent, it would still cost \$8.31, which would preclude the possibility of carrying freight over the road; so that, in a commercial point of view, the road would be perfectly useless. It is true that under our present system of banking, our bankers endeavor to enforce on the purchasers of produce the necessity of immediate shipments and immediate sales, and with that view cause them to draw for their accommodation at short dates; but it is also true that by such a practice the farmer is in every instance the loser. The reason of this custom is that the banks want quicker returns. But I contend that the banks should be prepared to advance money at such dates as will enable the producer to sell his produce as to get from it a remunerative return for his labor. But this it not done. It seems that the tendency of everything is to force freight down the railways during the winter season, and to this end no money is advanced at short dates, the farmer being the chief loser by the transaction. Then the Intercolonial Railway is advocated as a military necessity. It is said that it is essential for the defence of the country, to enable the transportation of troops and military stores. I think, hon. gentlemen, we have only to look across the lines and see what has taken place during the war in the State of Virginia and in other states, to convince us at once that for the purpose of moving troops and heavy supplies, such as artillery and ammunition, these roads are of very little use. You will find that they have been cut in almost every direction, and the facilities they were supposed to possess for transportation have been proved to be well nigh worthless for any practical

purpose,—and that, too, in a country where they are able in a short time to rebuild any portions of the roads which may be destroyed. But how would it be on the Intercolonial Railway? That road is intended to run through a country near the boundary of the State of Maine, over which troops could be distributed at given points so as, in case of necessity, to break up the Intercolonial Railway in every direction and to prevent the transportation of troops and munitions of war during the winter.

AN HON. MEMBER—They would be unable to reach it so as to cut it.

HON. MR. FLINT—That is a very curious idea: "They cannot reach it." I look upon the Americans as a class of persons who can cut their way wherever they wish to go. Nothing would be easier than for them to cut the Intercolonial Railway. But if it were really the case that the country to be traversed by the Intercolonial Railway is of such a nature that no one could get through to it, the sooner we cease saying anything further about it the better. (Hear.) For if the country is in such a state that it is impossible for men to travel through it, I see no benefit in having such a railway. (Hear, hear.) These are my views in reference to the railway. In the first place I do not feel inclined to pay the large sum of money it is going to cost, without knowing how much will be required. There is no knowing how much it will cost Upper Canada for her proportion—whether it is to be \$12,000,000, \$15,000,000, or \$20,000,000. But taking into consideration the amount of debt we will have to assume, together with our apportionment of the \$62,500,000 assigned to Upper and Lower Canada, as also that portion yet unprovided for by the resolutions; I think that by the time the Intercolonial Railway is built, Upper Canada will be saddled with at least \$50,000,000 as her share of debt. I do not see how it is possible for the people to bear up under such a weight; nor do I believe that, if they understood this matter as they ought to understand it, they would give their consent to us to vote for it. It may be thought, perhaps, that I am not in favor of Confederation. But such is not the case. I would much desire the Federation of all the provinces; but while I would desire the Federation of all the provinces, I do desire that that Federation should be based on true and proper principles—that every portion of these provinces of Her Majesty's dominion should share and