

the Intercolonial Railroad is not now wanted? I have some memoranda here taken from some statements I have had an opportunity of looking at, and I find that the Lower Provinces require 600,000 barrels of flour and grain annually beyond what they raise themselves. Now that they take flour from Boston and from Portland, a considerable quantity of it is carried down by the Grand Trunk Railway to Portland. It is then taken round to St. John, and is taken up the St. John river, and distributed all the way along, until within sixty miles of our own Canadian frontier at Rivière du Loup. Now, I would ask any sensible man whether it would not be as easy for the Intercolonial Railway to take this produce and distribute it along the line, just as the Grand Trunk is now doing in the State of Maine? St. John is just 600 miles from Montreal—the same distance that Portland is from Sarnia. Well, to move this quantity of flour that I have mentioned, 600,000 barrels, would occupy one train every working day through the year. I think that is a sufficient answer to any honorable gentleman who says there is nothing to do for this Intercolonial Railway. (Hear, hear.) In 1862, New Brunswick sold goods to the United States to the value of \$880,000, and purchased \$2,916,000—thus paying to the United States \$2,000,000 in hard cash. Nova Scotia exported \$1,879,000 to the United States, and purchased from the United States \$3,860,000—thus paying them another \$2,000,000. These two provinces, therefore, paid to the United States in one year, the sum of four millions of dollars. There is a trade now between the United States and those provinces of ten millions of dollars a year. The proposed abrogation of the Reciprocity Treaty discards that trade, and should we not here in Canada lay hold of it? (Hear, hear.) Is not every mercantile man wide awake and ready to lay hold of it at once, if there was a possibility of doing so? but there is no such possibility, excepting by the Intercolonial Railroad. Another thing I wish to point out is, that half the importations of tea into New Brunswick and Nova Scotia are supplied from the United States. Now, that is precisely an article which we could send along the railway at a very low figure—and every honorable gentleman is well aware that Montreal and Quebec compete with New York and Boston in the tea trade. Upper Canada merchants know that they would never go to Montreal to purchase the large cargoes of tea sold there if they could do better in New York. And I

maintain, therefore, that Quebec and Montreal are in a position, as soon as they have the opportunity, to do the business of those provinces, better, in fact, than the United States can do. (Hear, hear.) Under the Reciprocity Treaty and the bonding system, in about the period of fifteen years, the trade between ourselves and the United States has increased from \$9,000,000 to \$37,000,000—being four hundred per cent. In 1862, the Canadian imports passing through the United States in bond amounted to \$6,000,000. And, unless we are careful in looking into the progress of trade here as well as in the United States, we may lose what is absolutely necessary for the prosperity of our country. It requires men to be wide-awake in these days of rapid progress to keep pace with the march of events. (Hear, hear.) And I am prepared to shew, as I have already to some extent endeavored to shew, and my own mind is made up on it, that, before the Intercolonial Railroad can be made, we will have enough business for it to pay expenses—(hear, hear)—so that no loss can accrue to the provinces when the road is made—that is, three years hence, if it were set about now. But, I suppose, if this union is brought about, some time will be taken, after the Confederation is formed, to decide upon the mode of proceeding with the construction, and, if it is gone on with even in the most rapid manner, it would take at least four years before it was in full working order. I think it is much to be regretted that we have been so long in commencing it. In view of the present state of our relations with the United States, it ought to have been in existence now, and I say that in another year it would have paid expenses. (Hear, hear.) Honorable gentlemen object to the scheme of union because it was not published sufficiently to make the people of these provinces acquainted with it. I do not understand that objection. Every clause of the document now under consideration was published in Quebec, before the delegates left the city.

HON. MR. CAMPBELL—And in the papers in Upper Canada.

HON. MR. SIMPSON—But it was denied that it was a correct copy of the resolutions of the Conference.

HON. MR. CAMPBELL—It was merely denied that it was the official document.

HON. MR. SIMPSON—The copy of the document I got was marked "Private," and I could not, therefore, make use of it.

HON. MR. FERRIER—I dare say honorable members, in receiving the document, un-