

a foot note; but a foot note is often, like a lady's postscript, more important than the text of the letter:—

A very important question, on which these papers afford no information, is that relating to the future condition of those territories and dependencies of the Crown in North America, which are not included within the present boundaries of the five provinces. We allude more particularly to the territories now held by the Hudson's Bay Company, under the Crown, by charter or lease. The Crown is doubtless bound to take care that the interest of its grantees—[it never seems to have occurred to our friend that we, too, are grantees]—are not prejudiced by these changes; but, on the other hand, an English trading company is ill qualified to carry on the government and provide for the defence of a vast and inaccessible expanse of continental territory.

One would think so, seeing that it is just this territory which this writer has been telling us England shrinks herself from defending:—

Probably, the best and most equitable solution would be the cession of the whole region to the Northern Federation for a fair indemnity—[probably enough, from a point of view not ours—(hear, hear)]—and this would lead to the execution of the Great Northern Pacific Railway, under the auspices of the Federal power.

Would it? (Hear, hear, and laughter.)

HON. ATTY. GEN. CARTIER—Hear! hear!

HON. MR. HOLTON—Is that the policy?

HON. ATTY. GEN. CARTIER—Hear! hear!

MR. DUNKIN—A little further on, in the article, I find some amplification of this grand programme:—

The result of these proposals, if carried into effect, would be the creation of a new state in North America, still retaining the name of a British dependency, comprising an area about equal to that of Europe, a population of about four millions, with an aggregate revenue in sterling of about two millions and a half, and carrying on a trade (including exports, imports and inter-colonial commerce) of about twenty-eight millions sterling per annum. If we consider the relative positions of Canada and the Maritime Provinces—the former possessing good harbors, but no back country, the former an unlimited supply of cereals, but few minerals; the latter an unlimited supply of iron and coal, but little agricultural produce. The commercial advantages of union between states so circumstanced, are too obvious to need comment. The completion of the Intercolonial Railway, and the probable annexation of the fertile portions of the North-Western territory to the new Confederation,

form a portion only of the probable consequences of its formation, but in which Europe and the world at large will eventually participate. When the —

HON. MR. McDOUGALL—The hon. gentleman should do justice to the reviewer. He leaves out an important passage.

MR. DUNKIN—What is it?

HON. MR. McDOUGALL—After the word "formation," the following words are given:—"The benefits of which will not be limited to the colonies alone, but," &c. Taken with the context, these words are important.

HON. MR. MCGEE—Hear! hear!

MR. DUNKIN—An ironical cheer is an easy thing to raise; but I fancy my character hardly warrants the insinuation that I would dishonestly falsify a quotation. I wrote out these extracts hurriedly, the one procurable copy of the *Review* being sent for while I was writing, and I had no opportunity of comparing my manuscript. I am sorry if in my haste I omitted a single word. [After comparing the passage in the *Review* with his manuscript, the hon. member said]: I find I have omitted exactly one line—certainly by the merest accident; indeed, if any one can suppose I did it on purpose, he must take me for a confounded fool. (Hear, hear.) But to continue my quotation, reading again that last sentence, with its dropped line:—

The completion of the Intercolonial Railway, and the probable annexation of the fertile portions of the Great North-Western territory to the new Confederation, form a portion only of the probable consequences of its formation, the benefits of which will not be limited to the colonies alone, but in which Europe and the world at large will eventually participate. When the Valley of the Saskatchewan shall have been colonized, the communications between the Red River Settlement and Lake Superior completed, and the harbour of Halifax united by one continuous line of railway, with the shores of Lake Huron, the three missing links between the Atlantic and Pacific ocean will have been supplied.

Three pretty large links, by the way, and it would have been more correct if the writer had said "three out of four"—the trifle of the Rocky Mountains being still left for a fourth. (Hear, hear.)

HON. MR. McDOUGALL—That is very good.

MR. DUNKIN—I don't think so; it's rather too good. I have read these portions