

viz., salted, cured and fresh, including poultry, \$242,933; butter, cheese, lard and eggs, \$75,235; animals, including horses, oxen, cows, sheep and pigs, \$58,715; apples, pears, plums, cranberries, &c., \$60,257; tallow and soap grease, \$29,973; hops, \$5,226; hay, \$3,142; malt, \$4,719; shrubs, trees, &c., \$2,188; seeds, \$10,815; wool, \$8,531; amounting altogether in currency to £515,175. The value of the agricultural produce imported in 1862 was £476,581 currency; in 1861 it was £427,083 currency; and in 1860 it was £447,341 currency.

The Nova Scotia and Newfoundland returns also show that large quantities of agricultural produce of all kinds are imported into these colonies, as well as immense quantities of pork and other meats which we could easily and profitably supply. Now all these articles Canada will be able to supply, and this is another item in the return which is very noticeable. The Lower Provinces import large quantities of boots and shoes. The New Brunswick return states that—

The value of boots and shoes imported in 1863 was \$59,851—duty, \$7,521; against \$57,957—duty, \$3,105, in 1862; \$101,967—duty, \$16,385, in 1861; and \$131,424—duty, \$20,832, in 1860.

These under Confederation would go duty free from Canada. There is a large manufacture of such articles, and with them, as with some other articles we make, we might supply the Lower Province markets. (Hear, hear.) If there is one feature in our connection with the Lower Provinces which we must not lose sight of, it is their possessing coal in large quantities; this is sure eventually to create manufacturing communities amongst them, to increase their population, and cause a larger home demand than at present, for the agricultural productions of Western Canada. (Hear, hear.) I may now recur to the Intercolonial Railway question, and express a hope that it will be gone about by the Government in the most economical manner possible. This much may be said, that whatever money is spent on it will be spent in the country, that is, in our new country, will be spent among ourselves, and will attract a great army of laborers; and I do hope and trust the Administration will so arrange the prosecution of the work, that these laborers shall be induced to settle on the lands traversed by the line, which, I am told, are very favorable to settlement, so that another market for our manufactures and productions may be formed; and that if the Reciprocity Treaty should be lost to us (an event which I deprecate as

much as anyone), we may have something to fall back upon—which we shall have, hon. gentlemen, if we look at our position boldly and energetically, and take advantage of circumstances as they arise (Hear, hear.) With respect to the statement that the road will not be valuable for purposes of defence, not being a military man, that is, nothing more than a militia officer, I do not pretend to offer a very valuable opinion: but it appears to me that, removed a certain distance from the frontier as it will be, an attack on the railway must be next to impossible in the winter time; besides, it will be our duty to guard our frontier in such a way that incursions cannot be made upon us with effect, and I hope we shall be able to do so. (Hear, hear.) It has been remarked that the English Government would not think of sending a military force from Halifax to Canada by railway, but I confess I differ from this view. In the war which is now going on in the United States, if it has been proved that railways can be easily broken up, it has also been proved that they can easily be relaid, and the value set upon them by military men is clearly exemplified by the struggles they make to gain or to retain possession of them. If a railway is partially broken up, they have appliances at hand quickly to repair it. It is a part of modern warfare to lay railways and lines of telegraph, and armies have corps attached to them whose special duty this is. (Hear, hear.) There is another thing, important in a military point of view, which has been lost sight of—which is, that although soldiers might walk over the snow, military munitions and the heavy articles used in war, such as cannon and mortars, cannot be put on snow-shoes. (Hear, hear, and laughter.) I think the railway would be of incalculable value for transporting such things as these if there were occasion for it, which I hope there never will be. It is, however, meet to be prepared for such an eventuality as war, for that is the best way to avoid it. (Hear, hear.) I may here refer to what some honorable gentlemen have remarked in this debate, that the circumstance of certain portions of the population of the Lower Provinces being occupied in maritime pursuits, diminishes to that extent their power of aiding Canada in case of war. In this opinion I am unable to concur; for if there be one arm more than another in which they can assist us, it is by the aid of their hardy seafaring population, who will swarm the seaports of the Confederacy and the