

secure an independent outlet to the sea-board ; but, if this view of the case be correct, why do not our merchants and millers forward their produce during the winter months to New York, Boston or Portland, by our or any of the other different railway lines which have long been open to these points? The reason is obvious. The freight by railway is so expensive that they find it to be for their advantage to pay interest, storage and insurance on their wheat and flour until the opening of the navigation. And if they do not now avail themselves of the shipping ports referred to, neither of which are more than six hundred miles from Toronto, will they send their produce double that distance over the Intercolonial road to Halifax? Most assuredly not. (Hear, hear.) If the Reciprocity Treaty even should be abrogated, the great bulk of our produce in the west will will then, as now, continue to be stored at the different places of shipment along our canals and lakes until the opening of navigation, so that whatever may be said in favor of the Intercolonial road in a military point of view, or however it may be urged as a necessity in order to furnish easy and convenient intercourse between the provinces in the event of their being united, I hold that as a commercial speculation it will prove an entire failure, which must necessarily add greatly to our already large unproductive investments. (Hear.) And how the honorable gentleman from Toronto (Hon. Mr. Ross) could say as he did the other day, that Upper Canada alone had better build the Intercolonial Railway than be without it, is what I cannot comprehend.

HON. MR. ROSS—I say so again.

HON. MR. McMASTER—Well, if the honorable gentleman would resign his seat and present himself to any constituency west of Kingston, giving the views he has enunciated about this railroad a prominent place in his address to the electors, I fear this House would be deprived of his valuable services. (Laughter.) The change proposed in the constitution of the Legislative Council, by which the nominative is to be substituted for the elective system, I cannot but regard as a retrograde movement; and were the resolutions providing change, and authorizing the building of the Intercolonial Railway, and the annual subsidy to the different local legislatures, submitted separately, and under ordinary circumstances, I should, if standing alone in the House, feel it to be my duty to record my vote against them; but when viewed as part

of a general scheme, embracing other provisions, which may have an important bearing upon the future interests, the peace and prosperity of the province, I feel bound to consider the resolutions in that spirit of compromise which is absolutely necessary in framing any measure or constitution that will be at all likely to remedy our sectional difficulties. (Hear, hear.) I need hardly remind honorable gentlemen that nothing could be more unsatisfactory than the state of our public affairs for a long time past. The Legislature has been called together year after year, and the usual sessional expenditure incurred—which is always very large—but the sectional majorities arrayed against each other in the other Chamber, rendered useful legislation almost, if not altogether, impossible. Whatever government was in power lived, as it were, by the day, and being engaged in a constant struggle for existence, the very natural desire to obtain increased strength frequently led to the distribution of patronage and the expenditure of public money in a way that could not be justified. All admit we cannot go along as we have been doing, and that some change is necessary; and in the absence of anything better being submitted, I feel inclined to give the scheme proposed a trial, believing that there are reasonable grounds to hope that the Constitution which is to be based on the resolutions before the House will, at least to some extent, remedy those sectional difficulties which have operated so much to the prejudice of the country. (Hear, hear.) It will secure to the people of Upper Canada the entire control of their local affairs, which I regard as being of the utmost importance. It will put an end to the system of duplicating in one section of the province large amounts of money granted to the other for colonization roads and other local objects, on which vast sums have been squandered. It will secure to the people of Upper Canada representation by population in that branch of the Federal Legislature which controls the purse-strings. It will also give to them all the unsold Crown lands in the western section of the province. And I trust the promises made with reference to the widening and deepening of our canals, and the opening up of the North-West Territory will be carried out in good faith. (Hear, hear.) Indeed no Government can afford to treat with entire neglect works of so much importance to Upper Canada, and at the same time incur the large expenditure required for the Intercolonial Railroad. (Hear, hear.) When I look at these advantages, and think of the critical