

great work had the views he enunciates been acted upon?

HON. J. S. MACDONALD—Leave us as we are.

HON. MR. ROSE—We cannot be left as we are. I should be content, Mr. SPEAKER, were I to live for twenty-five years after the union now contemplated is consummated, I should be content to know that I had taken a humble part in bringing it about, if the prosperity of the country during the next twenty-five years under it were only as great as during the twenty-five years that have past. (Hear, hear.) My honorable friend seems to think that the Intercolonial Railway is an undertaking of doubtful advantage, if it is not one of positive uselessness. But does my hon. friend think we can safely continue in our present position of commercial dependence on the United States? Shall we be denied access to the seaboard for a bale of goods or a bag of letters? Are we to be for all time to come dependent on the fiscal legislation of the United States? Is it to come to this, that in the winter season the Upper Canada farmer shall have no means whereby he can send a barrel of flour, or the Lower Canada merchant a bale of goods, to the seaboard, without the leave of the United States? Is my honorable friend disposed to leave us in this condition of commercial dependency for ever? I can hardly believe he will deliberately say that we are to continue in such circumstances as these—that under no conditions shall the expense of constructing the Intercolonial Railway be incurred. I believe with him that that work is a great and grave undertaking, and one that will involve a serious charge on the wealth of the country. But then I contend that it is one which we cannot avoid—it is a necessity. We must have it. It is called for by military reasons and commercial necessity, and the date of its construction cannot safely be postponed. Why, what have we not seen within a very recent period? Restrictions have been put on goods sent through the United States, by the establishment of consular certificates, to such an extent that you could not send a bale of goods through the States without accompanying it with one of these certificates, the cost of which I am told was nearly \$2—perhaps more than the worth of the package, or more than the cost of the freight. (Hear, hear.) Still further, the Senate of the United States had also before them a motion to consider under what regulations foreign merchandise is allowed to pass in bond through the neighbouring coun-

try; and this was evidently done with an intention of abolishing the system under which goods were permitted to pass in bond from England through the United States. I do not hesitate to say that if the bonding system were done away with, half the merchants in Canada would be seriously embarrassed if not ruined for the time. (Hear, hear.) In the winter season you could not send a barrel of flour to England—you could not receive a single package of goods therefrom. The merchants would have to lay in a twelve months' stock of goods, and the farmer would be dependent on the condition of the market in spring, and would be compelled to force the sale of his produce at that moment, whether there was a profitable market for it then or not, instead of having as now a market at all seasons, as well in England as the United States. So that whatever sacrifices attach to the construction of the Intercolonial Railway, we must have it, seeing that it is impossible for us to remain in our present position of isolation and suspense. It is one of the unfortunate incidents of our position which we cannot get rid of. It will be a costly undertaking, but it is one we must make up our minds to pay for, and the sooner we set about its construction the better.

HON. ATTY. GEN. CARTIER—We must always expect to pay for what is good.

MR. WALLBRIDGE—But when it is good for nothing, what then?

HON. MR. ROSE—I have just done. I do not hope to convert my honorable friend; but I desired to show how indispensable and how desirable those communications are, and how necessary it is that they should be effected. No one can foresee what the future of the neighboring States will be—whether they will be reconstructed as one union, or split up into two or more confederacies. They have a dark and uncertain future before them, for no one can doubt that no matter what their condition as regards reconstruction may be, they will have an enormous load of debt weighing upon them, and that they will have to encounter great difficulties before they finally settle down into the same state of permanent security as formerly. If we are alive to the natural advantages of our position, unless we deliberately throw them away, we can, whatever that future may be, secure a profitable intercourse with them. Unless the St. Lawrence and Ottawa cease to flow, and the lakes dry up, those roads to the ocean are the natural outlets for the west, and we can turn them to good account. We know, some-