

a passage through the Rocky Mountains for the Transcontinental Telegraph Company, states that the river Saskatchewan is a great public highway, flowing through immense fertile valleys, in which wheat and barley might be grown in abundance.

Mr. DALLAS alludes to it in the following words:—

The whole country is more or less adapted to colonization. Two years ago I rode on horseback in the month of August over the greater part of that country. We had to wade as it were knee deep through tares and fitch. I saw there horses and oxen as fat as any I ever found on the best pasturage grounds in England. Those animals had passed the winter in the open air, without a mouthful of hay; this will give a better idea of the climate here than if I were to furnish the variations of the thermometer.

I look upon this country as well adapted to settlement, and extraordinarily healthy. Everything seems to thrive here; the wheat crop is of course rather uncertain, but all other cereals and vegetables obtain the same perfection that they do in England. Towards the north we find an area of timber land, and undulating prairies, which extend over the whole country. The lakes and rivers abound in fish, and the prairies with every species of game, &c.

Now, sir, that is a description of the country held forth to the people of Upper Canada as a kind of set-off against the Intercolonial Railway, to be opened up whenever the state of the finances will permit. I object to the scheme, for the reason that it makes the opening up of such a country a mere contingency; and to show the interest taken by the people of Upper Canada generally, I will refer to an article that appeared in the *Globe* about the time the MACDONALD-SICOTTE Government proposed to build the Intercolonial Railway, on the 19th of September, 1862. It said:—

We observe that Mr. FOLEY has the good sense to reject the suggestion of Mr. HOWE that the Quebec and Halifax road is in fact an important link in the great Pacific Railway through British territory. Not a pound of freight nor a passenger which may come over the Pacific Railway, when it is built, will ever seek the port of Halifax. It is an absolute injury to the Pacific Railroad to represent that it is necessary to construct four hundred miles of an utterly unproductive line before commencing the greater work with one-fifth of the sum per annum which is to be devoted by the ministerial scheme to the Intercolonial Railroad. We can open a practicable communication across the continent and annex to Canada half a continent of the richest land yet unoccupied by civilized man. Not a penny are we to receive for this purpose, but £50,000 per annum thrown away upon the rocks of Rivière du Loup.

That, sir, was the opinion expressed by the *Globe* newspaper so late as September, 1862, and I call the attention of the House to the fact that as a very large proportion of the expense of building this railroad is to be borne by Upper Canada, would not the same sum, if so applied, open up this magnificent country? Are we not, in fact, deferring the opening of it up by spending a large sum of money in the opposite direction?

HON. MR. BROWN—Oh, no; quite incorrect.

MR. SCATCHERD—Then another complaint that has long been made in this country is, that we have a very large public debt; that the people are very highly taxed for the necessaries of life, and that in fact the chief articles consumed by the people can bear no more taxation. I think there can be no doubt that this complaint is true to quite as great an extent as has ever been urged. Let us look back and see what duties were paid upon the principal articles of consumption ten years ago, compared with the duties that they now bear. I hold in my hand a statement showing the rates of duty from 1855 to 1865, and also the values of the chief articles for consumption imported into this province for the half-year ended 30th June, 1864:—

| Articles. | 1855. | 1856. | 1857. | 1858. | 1859. | 1865. | Value. | Duty. |
|---------------|---------|---------|---------|---------|---------|---------|-----------|---------|
| | Per ct. | Per ct. | Per ct. | Per ct. | Per ct. | Per ct. | \$ | £ |
| Coffee,.... | 3½ | 3½ | 10 | 10 | 15 | 23½ | 39,016 | 21,118 |
| Molasses..... | 16 | 11 | 11 | 18 | 30 | 27½ | 118,285 | 32,007 |
| Sugar..... | 27½ | 20 | 17½ | 21 | 30 | 47 | 779,907 | 373,963 |
| Tee..... | 11½ | 11½ | 11½ | 12½ | 15 | 26 | 1,039,674 | 275,126 |
| Cotton Goods | 12½ | 12½ | 15 | 15 | 20 | 20 | 3,277,985 | 664,331 |
| Iron " | 12½ | 18½ | 15 | 16 | 20 | 20 | 776,225 | 151,422 |
| Shk " | 12½ | 12½ | 15 | 17 | 20 | 20 | 430,773 | 85,345 |
| Wool " " | 12½ | 14 | 15 | 18 | 20 | 20 | 2,517,669 | 499,664 |