

thing of the great productiveness of the Western States. There is, in fact, no limit to that productiveness, and the necessity of their having another outlet to the sea, without being altogether dependent upon New York and Boston, is to my mind very plain. This necessity of the powerful western interests must have a controlling influence in the commercial policy of the United States; and if we can direct the trade of the Western States down the St. Lawrence by giving them additional facilities, it cannot be doubted that we shall find therein a great element of security for the future peace of the two countries. This House will remember the resolutions, of a couple of years ago, of the states of Wisconsin and Illinois in reference to this question. These resolutions contained one or two facts which are of the greatest importance, as showing the necessity existing in the Western States for a channel of communication through the St. Lawrence. The memorial founded on it stated these facts:—

With one-tenth of the arable surface under cultivation, the product of wheat of the North-Western States in 1862 is estimated at 150,000,000 of bushels; and from our own State of Illinois alone there has been shipped annually for the last two years, a surplus of food sufficient to feed ten millions of people. For several years past a lamentable waste of crops actually harvested has occurred in consequence of the inability of the railways and canals leading to the seaboard to take off the excess. The North-West seems already to have arrived at a point of production beyond any possible capacity for transportation which can be provided, except by the great natural outlets. It has for two successive years crowded the canals and railways with more than 100,000,000 of bushels of grain, besides immense quantities of other provisions, and vast numbers of cattle and hogs. This increasing volume of business cannot be maintained without recourse to the natural outlet of the lakes. The future prosperity of these states bordering on the great lakes depends in a great measure on cheap transportation to foreign markets; hence they are vitally interested in the question of opening the St. Lawrence, the great natural thoroughfare from the lakes to the ocean, through, and by which the people of England may enlarge their supplies of breadstuffs and provisions, greatly exceeding the quantity heretofore received from the United States, at one-fourth less cost than it has heretofore been obtained. From actual experience derived from shipments of Indian corn from Chicago to Liverpool, it is shown that the freight charges often covered seven-eighths of the value of the bushel of corn at Liverpool; more than one-half of the cost of wheat is also often consumed by the present very inadequate means of transportation. The European customer for

our breadstuffs determines their price in all our markets. The surplus of grain derived from the North-West is fifty or sixty millions of bushels beyond the demand of the Eastern States, and when that surplus is carried to their markets, the foreign quotations establish the value of the entire harvest. The interior of North America is drained by the St. Lawrence, which furnishes for the country bordering upon the lakes a natural highway to the sea. Through its deep channel must pass the agricultural productions of the vast lake region. The commercial spirit of the age forbids that international jealousy should interfere with great natural thoroughfares, and the governments of Great Britain and the United States will appreciate this spirit and cheerfully yield to its influence. The great avenue to the Atlantic through the St. Lawrence being once opened to its largest capability, the laws of trade, which it has now been the policy of the Federal Government to obstruct, will carry the commerce of the North-West through it.

I say, then, give us the Intercolonial Railway, give us the command of the St. Lawrence, give us a government by which we can direct our national policy, give us the control of the fisheries, and we will be able to secure such reciprocal trade with the United States for Upper Canada as it requires. But if we are disunited—if the Lower Provinces retain the control of the fisheries, and Canada has nothing to give in exchange for the concession she seeks from the United States in the way of commercial intercourse, in breadstuffs and otherwise—I say that in such a case as this we are very much hampered indeed. I have detained the House very much longer than I intended, and I fear that I have exhausted the patience of honorable members. (Cries of "No, no," and "go on.") I have fallen into the same error which has been attributed to others. But there is a single observation I desire to offer in conclusion, and it has reference to the demand made by some honorable members, that there should be a dissolution before the question is finally decided. Well, sir, time presses. We have, and I cannot repeat it too often, not a day or an hour to lose in undertaking those great works of defence which may be absolutely necessary to our existence.

HON. J. S. MACDONALD—What works of defence?

HON. MR. ROSE—The works to which I have alluded.

MR. WALLBRIDGE—Where are they?

HON. MR. ROSE—Does any honorable gentleman know, or, if he does know, ought he to say publicly where they are to be? All we know is that there must be a large outlay