

a foreign country to us. He says that we stand in the same position to Canada, that the seaboard in the United States does to the great West. He must give us credit for a great deal of geographical ignorance in regard to the United States and Canada Railways. It is only 469 miles from the City of Toronto to New York; but it is by the Intercolonial Railway 1,100 miles to St. John, and goods will be sent to the nearest outlet. We are told this Intercolonial Railway is to cost us nothing, and it will develop our mines and minerals of Albert and Carleton Counties. I would ask what route it will take. I have understood that it will take the central route, then it will pass through neither of these Counties. It has been said by a Canadian statesman that after the Intercolonial Railway was built, he would not undertake to run it, for the whole revenue of one of the Lower Provinces. My hon. friend dwelt upon the great advantage that would accrue to the people of this Province from the increased market which we would have for manufactured articles; but the fact is, that the manufactured articles of Canada sell on the upper St. John now at cheaper rates than those of home manufacture, notwithstanding the cost of transport and duty upon them. They can manufacture cheaper than we can, because labor and food are cheaper; in addition to that they can get their raw material, iron and coal cheaper than we can; inasmuch as many vessels leaving ports in England to go to Quebec, for the purpose of getting a cargo of timber, take out coal and iron at low freight as ballast; therefore we find they are quoted cheaper there than in St. John; besides that they have the market and the consumers at their own door. I do not believe the manufacturers who signed that circular in St. John, had any idea of sending their goods to Canada, but they may have thought of sending them to Nova Scotia. All the advantages that would be gained by this Union, would be gained by free trade among the Lower Provinces, or a maritime Union. Great stress is laid upon the fact, that we obtain our flour from the County of Albert, that we could buy in the cheapest market, and sell in the dearest. Quebec never will be the cheapest market for us to buy in, taking into consideration the cost of transport, and the fact that Lower Canada is not a grain producing country. If we wish to obtain it from Montreal we have to transport it a distance of 550 miles, if we bring it by the Intercolonial Railway; but it can be brought much cheaper to Portland, as the distance by the Grand Trunk Railway is but 290 miles and from there to St. John it can be brought at an additional cost of twenty-five cents per barrel. It is said they may put on certain restrictions that will prevent Canadian goods from finding an outlet. It is not to be supposed that the people of the United States will be so blind to their interests as to prevent the expenditure of millions of money in the transport of Canadian goods. It has been stated that this Scheme was rejected on account of the unpopularity of the late Government, this is not the case in our section of the country, for the Liberal party are there very popular; but when this Scheme came up, our people said they would sacrifice the Liberal party for the sake of opposing Confederation. I am desirous of seeing this delegation because it is necessary to make use of some such means to correct the misrepresentations that have been made there by the Cana-

man. Mr. HILL.—They tell us that anti-Confederation had but four or six hundred majority, and that is reported and reiterated and adopted as being the true state of things. It appears that the mantle of prophecy has fallen upon these gentlemen; they tell us now as they told us before to be carried, that Confederation is sure to be carried. They are like Miller prophesying the destruction of the world; when the time comes for the prophecy to be fulfilled they prophesy anew. These gentlemen imitate the rallying cry of Mahomet, "Great is Allah and Mahomet is his Prophet," and substitute "Great is Confederation and many are its profits." But the profits would be to Canada and the expense to New Brunswick and the other Maritime Provinces. Much stress has been laid by the advocates of Confederation upon the military and defence portion of the question. We have been told that we were in danger of being swallowed up by the United States, and that we must unite with Canada in order to place ourselves in a position to repel any attack from that quarter. The Monroe doctrine, in all its terrors, has been harped upon. Do these gentlemen know what the doctrine is, and where it originated? Do they know that it emanated from the British Government, and that its promulgation was urged by that Government through its Minister at Washington upon the Cabinet of President Monroe. France had formed an alliance with Spain, and one of the objects of that alliance was the reconquest of the Spanish American Colonies, for the purpose of again bringing them under the domination of the Latin races. The British Ministry, anxious to prevent the success of this Scheme, strongly pressed upon the American Government the adoption of that policy, which was almost immediately accepted by President Monroe, and embodied in his famous message to Congress. This policy, then first not consent that the United States of any Foreign Power upon American soil, and that they would not, without resistance, allow any European nation to obtain further foothold in America beyond that already existing. And now, while the establishment of Maximilian by French aid in Mexico is an infringement of the policy so laid down, the British North American Provinces do not come within its restriction and it was