

tain, and whatever measure the Confederate Government may propose of a moderate, reasonable nature, will, I am convinced, receive the support of the majority of the people of this country. (Hear, hear, and cheers.) I apprehend it is not looking at all too far forward to think of the day when another colony to the westward of Canada West will come into the union. I am of course unaware what papers may be brought down by the Government in reference to the North-West and the Hudson's Bay Territory, but I hope when they do come down they will show some progress in that direction, in raising that magnificent country from the state in which it now is. I hope some system will be put into operation for extending roads and telegraphs to that country, so as to open it up for settlement by our own young men and immigrants coming from Europe. The question of the North-West is most intimately connected with our prosperity as a people, and some exception has justly been taken to the 68th and 69th paragraphs in the resolutions, which say:—

68. The General Government shall secure, without delay, the completion of the Intercolonial Railway from Rivière du Loup through New Brunswick, to Truro in Nova Scotia.

69. The communications with the North-Western Territory and the improvements required for the development of the trade of the Great West with the sea-board, are regarded by this Conference as subjects of the highest importance to the Federated Provinces, and shall be prosecuted at the earliest possible period that the state of the finances will admit.

MR. T. C. WALLBRIDGE—That is the point.

MR. A. MACKENZIE—Yes, that is the point my hon. friend is very much exercised over, but he is quite as much in favor of Confederation as I am. In this paragraph, while it is pronounced indispensable to have the Intercolonial Railway built at once, it is only promised that as soon as the state of the finances will permit, the North-West is to be taken in hand. I think it is absolutely necessary for the prosperity of this colony that our canal connection with the upper lakes should be perfected as early as possible. Our canal system must be improved so as to accommodate the large trade that is coming from the North-West. On the northern shores of Lake Superior we have sources of wealth that are perfectly inexhaustible. We read only the other day that a mountain of iron had been discovered close to the coast, quite sufficient to supply the demands of the world for 500

years. We have in that locality an abundant supply of minerals of all kinds, and unless our canals are made capable of carrying that traffic, it will necessarily find channels in another direction. (Hear.) There is an agitation among a portion of the community for making a new canal from Toronto to the Georgian Bay, and I admit it is very desirable it should be constructed, though I do not think it ever can be; and even if it could be, it is entirely beyond our resources at the present time. I am convinced that the true route for a canal (if a new one should be undertaken) to the Georgian Bay is up the Ottawa, because that would be giving a great backbone to the country. If we had a fine canal, capable of carrying vessels of war in that direction, it would be a splendid means of defence, as well as a great highway for the commercial products of the west. Of course I know this to be impossible at the present time, but I think it exceedingly desirable that we should press on the attention of the Government, with all the influence that can be brought to bear, the necessity for having this 69th article attended to, though I am not inclined to go farther than that now. (Hear.) The importance of perfecting the present and other highways to the centre of the continent must be so apparent to all parts of our common country, that I see no reason to fear that the subject will not receive due attention from the Confederate Government at the earliest moment. As regards the Intercolonial Railway, I have taken some little interest in that, as I knew that I would be compelled to discuss it on approaching this subject, and, in examining the maps and reports of Major ROBINSON, I find that there is no difficulty whatever in arriving at a conclusion as to the comparative cost. The route that is most feasible—that alluded to by the honorable member for Richelieu—the northern or eastern route by the Bay of Chaleurs, is about 655 miles from Halifax to Quebec. It is already constructed to Truro, some 55 miles from Halifax, and from Quebec 140 miles to Rivière du Loup. This will leave nearly 400 miles to be built. Major ROBINSON estimates the cost of the road at about £7,000 per mile, or about £2,800,000 altogether. I do not think, judging from the statement he gives of the grades in the road, the bridges to be built, and the material to be found along the line, that it is a fair inference that the cost would equal the amount he sets down. The character of the ground over which the road will pass is very similar to the railways of Canada.