

Canada, and that if we have no coal to take its place, the country people will in thirty years' time be obliged to abandon their farms for want of means to enable them to bear the cold of our long winters? We shall obtain wood from a distance, some will tell you; but thinking men know very well that firewood is not to be carried far without great expense, which must raise the price so as to put it beyond the reach of the great majority of consumers. Perhaps we shall find coal in Canada. No, says Sir WM. LOGAN, our learned geologist—impossible; science tells us that it does not exist. (Hear, hear.) Now every man who has the least idea of public order, of political economy, must be well aware that a mere commercial union, a union for the levying of customs—a “Zollverein,” in a word—would not suffice to create the well-being and general prosperity of the five provinces. The Maritime Provinces are immensely important to us in a social, industrial, commercial, political, and especially a military point of view. New Brunswick has also considerable resources. Looking at the seasonableness, and the other points making for the union of the provinces, we must not omit to consider it in its relation to our means of defence. In this point of view, Newfoundland is of paramount importance. Casting a glance at it on the chart, we find it lying across the Gulf of St. Lawrence, commanding the two straits by which the trade of the countries surrounding the gulf and the river reaches the ocean. Let that island but fall into the hands of foreigners, the trade of Canada would, in war time be as completely stopped as if the ice of winter had erected its permanent domicile in the middle of the gulf. (Hear, hear.) These are the reasons which have led our statesmen to secure, by all possible means, the alliance of that province, as they well understood that, that wanting, the Confederation would lose the benefit of all other advantages and would be in continual danger. The seaboard of Newfoundland is 1,200 miles in length, and it possesses the finest harbours in the world, roadsteads which might shelter whole fleets. The main source of her wealth is her fisheries, in which more than 30,000 men are annually engaged—men accustomed to brave the waves of a tempestuous sea. Her trade in fish with foreign nations brings her in contact with nearly all the maritime countries of Europe, and with the United States, and yet she has at present scarcely any such connection with Canada. What is her position with relation to us at

this moment? Her merchants are forced to resort to the States to transact their business, for, in order to reach Montreal, they must pass through Halifax and Boston. The establishment of a line of steamers between that island and Canada would be a great advantage to both provinces; for Newfoundland possesses what we want and requires what we have. It appears that the Island buys from the United States to the amount of several millions of dollars yearly, and exactly those articles which we are able to furnish; and that the current of trade having taken its present direction, is owing to certain fiscal impediments to trade between the two provinces. With free trade, Newfoundland would buy from Canada woollen stuffs, cutlery and hardware—everything, in short, which she requires. Under Confederation, the town of St. Johns, in Newfoundland, would be the most easterly sea-port of the union, and by making it a port of call for our transatlantic steamers, it would bring us within six days of the Mother Country. As to Prince Edward Island, that also has its importance. Its revenue is well managed; it is in a prosperous state, and has no debt; on the contrary, it has a considerable reserve fund. Accordingly, now is the time to take a step in the right direction. This union of the provinces is a political necessity, and any delay would entail the danger of losing the opportunity altogether, which might never occur again. Canada, with her immense commerce, is indebted for her access to the seaboard during six months of the year to the tolerant good-will of a neighboring nation. If that permission were withdrawn, our merchants must import during the summer all the goods which they require in the year. This would, in the long run, be the loss of the consumer, because everything must, of course, be paid for at a higher rate. Finally—and this is the most important consideration of all for every one, and one which would of itself be sufficient to make us desire the union of the provinces—it would be the most effectual means of procuring the building of the Intercolonial Railway—a road which would open an uninterrupted line of communication between Sarnia and Halifax, thus connecting the two extremities of the Confederation. Three things are necessary, nay, indispensable, to the prosperity of a great empire—the personal element, the territorial, and the maritime element. In Canada we have the personal and the territorial elements; the maritime element alone is wanting, and this we may obtain by the union of the provinces.