

ederation. He pointed out how those barriers upon trade restricted commercial transactions between the Provinces, how great since the removal of those tariffs have been the developments of internal commerce, and now beneficent had been the consequence of that removal of the tariffs between the Provinces now comprising the Dominion. It struck me as being singular that hon. gentleman could not have gone further and realised how great would be the advantage of sweeping away the tariff over a still wider area, how great would be the advantage of removing the tariff not only between the seven Provinces of Confederation but between these seven Provinces and the 42 States of the American Union and having a free intercourse between 49 commonwealths instead of seven. I think the argument is one that he cannot fail to see the force of. If the removal of trade restrictions is good for seven commonwealths it is better still for 49. If the seven Provinces derive advantages from unimpeded commercial transactions, the widening of that circle and the introduction of a greater number of commonwealths to that circle, through which free communication was the rule, would be conferring still greater advantages than those he pointed out in the case of the provinces comprising this Dominion.

The position of our Canadian Provinces with regard to the United States is a peculiar one. There is a stretch of conterminous line from ocean to ocean. There is no mountain barrier between the two countries, there is no natural barrier of any character whatever, but they lie facing each other, and the very rivers and inland seas that spread along a portion of this line instead of being obstructions and barriers invite trade, and serve as highways for intercommunication from one to the other, and in spite of all these restrictions do secure an enormous burden of commerce between these two great countries. Now, Sir, if you look at the map, you will find that the Dominion of Canada is divided into four distinct geographical sections. The Maritime Provinces are separated from Quebec and Ontario by a wide stretch of rocky, uninhabited country; Ontario and Quebec are separated from the fertile belt of the North-West by nearly a thousand miles of wilderness which is almost worthless for agricultural purposes; the fertile region of the North-West is separated from British Columbia by a wide stretch of plain and mountain. These four geographical areas are distinct from each other; and in its geographical affinities each one is more a part of the United States for commercial purposes than a part of this Dominion. Take, for instance, the Maritime Provinces: The State of Maine projects like a wedge northward, separating them from the rest of Canada, and almost reaching the St. Lawrence. To carry on trade transactions between New Brunswick or Nova Scotia and Quebec we have to use the Intercolonial Railway for hundreds of miles; while these Provinces can reach with facility such markets as Portland, Boston, New York, Philadelphia and Baltimore for a tithe of the cost which is to-day required to reach Quebec. The potatoes of Prince Edward Island can be laid down in Boston for five cents a bushel, or a little more; coal, lumber and all the other productions of these Provinces can be carried very cheaply to the great seaboard cities of the United States. The natural geographical affinity between these countries compels trade, notwithstanding tariff restrictions and commercial hostility; and if these restrictions were removed an enormous trade would be the result. Then, we take Quebec, possessing the gateway of the great lakes, the natural outlet of the vast country to the west; and but for commercial hostility and restrictive tariffs the trade of that country would have gone down the St. Lawrence to the sea, and 300 miles of artificial water communication between Lake Erie and the Hudson River would, perhaps, never have been built. Before the construction of that water route, all the trade of western New York, Ohio and the west went

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down the St. Lawrence; and Montreal might have continued to enjoy that trade, and might have been one of the great commercial centres of the continent to-day; but for commercial hostility it might have been the imperial gateway of the mighty west. But Montreal stands to-day on the St. Lawrence, with all its magnificent advantages and its magnificent site, a third-rate city. Quebec has easy access to the great commercial centres of the United States by the Richelieu River, Lake Champlain, Whitehall Canal and the Hudson River to New York, and by railway lines she can easily reach Portland, Boston and New York. All these great centres are at her very door; these are her natural markets; her geographical affinities are with the Middle and Eastern States. Then, if we come west to Ontario, we find that conditions compelling trade with the country to the south are still more potent. We find this great Province resting upon four great inland seas, with the waters of Ontario, Erie, Huron and Superior, washing her shores from Kingston to Port Arthur. We find this Province projecting like a wedge 420 miles south into American territory, from the 49th nearly to the 42nd parallel. We find that the commerce of Michigan, of Chicago, and the country west of Chicago, finds its shortest route to the ocean across the territory of this Province. We find new lines pushing to the Sault Ste. Marie, and leading across this Province to the sea. We find lines from Minneapolis, from St. Paul, from Duluth and from Pembina converging at the Sault; and we find, on looking at the map, that the shortest possible route from northern Michigan, northern Wisconsin, Minnesota, north and south Dakota, Montana, and a portion of Nebraska, to the seaboard, is right across the territory of this Province, from the Sault Ste. Marie eastward. Why, it is the geographical key to the energetic zone of this continent, that country lying between the 38th and 46th parallels of latitude, with its great centres of population, development and wealth. Ontario, I say, possesses the geographical key to this great region. She can reach with her productions, by means of this great line of inland seas, and with her railway lines, the great markets of this continent, with the utmost facility and ease; and her position for reaching these markets is better than the position of Michigan, Indiana, or any portion of the American territory to the west of these States; and notwithstanding repression and restriction, she has a vast commerce with the great American centres of population. Why, within a few hours' ride of her eastern border in New York, with 3,000,000 inhabitants within 20 miles of its city hall; two or three hours further on is Philadelphia, with a million inhabitants; a few hours further to the east is Boston, with 300,000 or 400,000 people; close by is Buffalo, with a quarter of a million, Rochester with 100,000, and Albany with 100,000; just across Lake Erie is Cleveland, with 300,000; just across the boundary of her western peninsula is Detroit, with 175,000; and within easy reach of her western territory is Chicago, with 900,000 inhabitants. I repeat that her geographical position enables her to obtain access to all these centres of population with greater facility than any of the Western States, except Ohio. Now, Mr. Speaker, am I to be told, is any sane man to be told, that this great Province, with its 200,000 square miles of territory, with its immense stretch of sea coast, with its agricultural, its mineral and its timber resources, would not be vastly benefited by sweeping away those restrictions that separate it from its natural market? Why, Sir, it is preposterous to make such an assertion. To consider the question for five minutes is sufficient to convince any reasonable man that vast advantages would be secured to this Province by free access to the markets to the south of us. Then, we pass on to Manitoba and the North-West, and here again we have to pass through a wilderness of a thousand miles which separates that country from the settled portion of the Dominion to the east. Here we find a country which is a natural part of the Mississippi Valley. Al-