

the colony was endangered. A patriotic union of the whole population was necessary to repulse the enemy. It was on the morning of the 26th October, 1813, Salaberry, commander-in-chief of the troops on that memorable day, presented his forces as a living rampart against the American invasion and won the glorious victory of Chateaugay. With 300 or 400 brave men, after a free fight of four hours' duration, he routed General Hampton and 7,000 United States soldiers. The fidelity and the courage of Canadians for the second time saved the colony and secured Canada to the empire for ever. In the presence of these undeniable historical facts, corroborated by all the English authors, is there an intelligent and sincere man who will say that England cannot count on the loyalty and devotion of the Canadian people to the utmost?

The first paragraph of the speech from the Throne congratulates parliament on the new era of prosperity which reigns from the Atlantic to the Pacific. You know better than I do, hon. gentlemen, that Canada for the last three years has been striding forward with the pace of a giant in the path of progress. The development of our mineral resources is the marvel of the world. The icy regions of the Klondike and the Yukon, rival in richness the gold and silver mines of that land of eternal spring—British Columbia. Thanks to the enlightened and progressive administration of the Department of Agriculture, the products of the Canadian farm, which Providence has bountifully lavished upon us, are placed on the markets of Europe to-day in all their freshness and meet with success the competition of similar products coming from much nearer countries. The consul at Liverpool of the great republic, our neighbour, in an official report addressed to his government, admits that the effective and practical aid furnished by the Minister of Agriculture to the farmers of Canada, gives the Canadian products an immense advantage on the English market. The lumber trade, which was depressed for a number of years and which has been for a long time, with agriculture, one of the most fruitful sources of wealth to this country, has taken a new lease of life. The price of timber limits has doubled within a short

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time, and even those which had been considered of little use for years have acquired to-day a great value, for they serve now to supply the immense establishments where they make pulp, with which we shall soon supply the world. Near one of these establishments, as under the magic wand of a good fairy, the town of Grand Mère sprang up from the virgin forest with a population of 3,000 souls. What shall I say of the Falls of Shawenigan and of their marvellous development? But time does not permit me to dwell upon them and I must pass on rapidly. New industries are born every day. Old industries double the capacity of their machines, increasing their factories and demanding of the people to furnish them the necessary hands. The artisans are all working full or overtime. All find remunerative work, bringing them happiness and ease in their humble homes.

Providence has dowered Canada with the finest commercial artery in the world. From the head of ocean navigation to the sources of the St. Lawrence at the extreme western end of Lake Superior, we have 1,400 miles of navigation, interrupted in some places by insurmountable cataracts. Without cultivation, the most fertile soil will yield nothing. Thus the work of man must second the work of the Creator and overcome the obstructions which God in his wisdom has placed on that incomparable route to prevent the too easy flow of the waters of the great lakes. In the course of a great number of years Canada has expended enormous sums to improve the St. Lawrence route. As the weakness of one link in a chain is the measure of its entire strength, so one shallow place is sufficient to interrupt the navigation of a great river. The Soulanges Canal had not yet been constructed. When the present administration took office a most important problem presented itself for consideration to the commercial world. The railways had attained such a high degree of perfection, the facilities for transportation had been so beautifully improved, by reducing grades and augmenting the capacity of the cars and the power of the locomotives, that the question was raised whether it might not be as well to abandon the further deepening of the canals