

vention at Charlottetown with the object of consummating a maritime union. That convention was composed of delegates from Nova Scotia, New Brunswick and Prince Edward Island. While in session, this convention was approached by gentlemen from the provinces of Upper and Lower Canada. It was a bright September day when Sir John Macdonald, Hon. Geo. Brown and Sir Geo. Etienne Cartier and their co-delegates sailed into Charlottetown harbour. At that conference was discussed, so far as the provinces were concerned, the construction of an Intercolonial railway to bind together the several provinces forming the proposed confederacy. We know the outcome. We know that that convention adjourned to the city of Halifax. In that city no business sessions were held, but other sessions were held and public addresses were given. To show what the Intercolonial was intended to be, and to show the object that the fathers of confederation had with respect to it, I venture to invite the attention of the House to the remarks in the first place, of Hon. Geo. E. Cartier, afterwards Sir George Cartier. In addressing a public meeting at Halifax, he said :

I need hardly bring to your notice, gentlemen, that we in Canada have those two great elements of nationality, the personal and the territorial elements. But we know our shortcomings. Though great in territory and population, we want the other element which is absolutely necessary to make a nation, that is the maritime element. What nation on earth has obtained any amount of magnificence unless it has been united with the maritime element.

And Hon. John A. Macdonald afterwards Sir John Macdonald addressed a great gathering in Halifax on that occasion. I quote his words as follows :

I do not hesitate to say that with respect to the Intercolonial, it is understood by the people of Canada that it can only be built as a means of political union for the colonies. It cannot be denied that the railway as a commercial enterprise would be of comparatively little commercial advantage to the people of Canada. Whilst we have the St. Lawrence in summer and the American ports in time of peace, we have all that is requisite for our purposes. We recognize, however, the fact that peace may not always exist, and that we must have some other means of outlet, if we do not wish to be cut off from the ocean for some months in the year. We wish to feel greater security, to know that we can have assistance readily in the hour of danger. In the case of union, this railway must be a national work, and Canada will cheerfully contribute to the utmost extent in order to make that important link without which no political connection can be complete.

These remarks of Sir John A. Macdonald, indicate very clearly the nature of the discussion that had taken place among the delegates who met in Charlottetown. But these delegates from Canada came down with wider ideas. The maritime dele-

gates were discussing the more restricted question of maritime union, and the Canadian delegates presented a grander vista, a prospect of broader union, a union that was to involve a railway which would be a connecting link between the several provinces afterwards to become the Dominion of Canada. And the words which I have just quoted show the object then in view. But other expressions which I will quote, more clearly indicate the details of the discussion that had taken place with respect to the advantages that were to accrue by the construction of the Intercolonial railway. Advantages that were to accrue not merely to the people of the maritime provinces but to the people of Ontario and Quebec as well. Sir Geo. Cartier afterwards addressed a meeting in St. John, N.B. He said :

Prosperity such as this great country was capable of attaining to would never be enjoyed until the several sectional parts of it were united under the same political and commercial system, their respective policies brought into relation with each other and all maritime facilities equally afforded to all which nature had so bountifully bestowed upon some of the parts. This was what confederation proposed to accomplish. Canada has population sufficient to make a great nation in course of time, but she wants what the lower provinces possess, an outlet to the sea. As the lower provinces now stand they are comparatively weak and powerless and the wealth, labour and industry which Canada possesses go in great measure, to enrich such cities as New York, Boston and Portland. This must continue to be the case until the Intercolonial, of which he had never been an advocate, should be built, and, as soon as the colonies were confederated, the construction of that work would undoubtedly commence.

Now, there was a clear and distinct statement by that very eminent and distinguished statesman Sir Geo. Cartier as regards the object that was to be obtained by the construction of the Intercolonial Railway. It was to bring the peoples of the several provinces together. It was to stimulate inter-communication social, political and business. It was practically to bring the products of the east to the markets of the west; it was to take the manufactured products of the western provinces to the fishermen on the shores of Nova Scotia, or Prince Edward Island, and to the lumbermen in the woods of New Brunswick. In that connection the Hon. Geo. Brown, speaking of the advantages of confederation and of the construction of the Intercolonial Railway, used the following language :

But far in advance of all other advantages would be this, that union of all the provinces would break down all trade barriers between us, and throw open at once to all a combined market of four millions of people. You in the east would send us your fish and your coals and your West India produce, while we would send you in return the flour and the grain and the meats you now buy in Boston and New York. Our merchants and manufacturers would have a new field before them.