

EXTRACTS FROM SPEECHES REFERRED TO.

In Sept. 1864, at a Banquet given by Halifax Hon. George E. Cartier, Attorney General for Lower Canada said:

"Have you any objections to be absorbed by commerce? Halifax through the Intercolonial road will be the recipient of trade which now benefits Portland, Boston and New York. If you are unwilling to do all you may to bring to a satisfactory consummation this great question (the Union), you will foreclose to send all our trade (which you ought to have) through American channels. Will the people of Nova Scotia and New Brunswick be better off because they are not absorbed by commerce or prosperity? It is as evident as that the sun shines at noon that when the Intercolonial Railway is built—and it must necessarily be built if the Confederation takes place—the consequence will be that between Halifax and Liverpool there will be steamers almost daily leaving and arriving at the former—in fact there will be a ferry between Halifax and Liverpool." (Cheers.)

In St. John's, N. B., on the 10th month and year, Sir George Cartier said:

"Canada has population and territory sufficient to make a great nation in course of time. But she wants what the lower provinces possess—communication to the sea. As the lower provinces now stand, they are comparatively weak and powerless, and the wealth, the commerce and industry which Canada possesses go in a great measure to enrich such Cities as New York, Boston and Portland. This must continue to be the case until the Intercolonial Railway shall be built."

In Montreal on the 25th October, Sir Cartier said:

"I must repeat to you what I stated while in the Lower Provinces, that while we possessed the personal and the territorial elements which go to constitute a great nation, we were wanting in the Maritime element. During six months of the year we had to knock at the door of our neighbor, in order to carry on our trade. This cannot be tolerated, *this Confederation must be carried out.* With our prosperity we are enriching the American States, whereas we ought to be enriching such harbors as St. John and Halifax."

On the 7th February, 1865, in his place in Parliament, Sir George Cartier used the following language:

"He had stated before and since in the Lower Provinces, that as far as territory, population and wealth were concerned, Canada was stronger than any of the other Provinces, but at the same time was wanting in one element necessary to national greatness—the Maritime one—and that owing to the large trade and commerce of Canada, extensive communication with Great Britain at all seasons was absolutely necessary. Twenty years ago our commerce for the year could be managed by communication with Great Britain in the summer months only. At present, however, this system was insufficient, and for winter communication with the seaboard we were left to the caprice of our American neighbors, through whose territory we must pass. He had also alluded to the boating system, which, if the Americans were to withdraw, Canada would be left in winter without any winter harbor. He maintained that if (Confederation) was necessary for our own common interest, prosperity and efficient defence."

At the Halifax Banquet Hon. George Brown, President of the Executive Council of Canada said:

"He agreed with the sentiments expressed by his friend, Mr. Cartier. He had no doubt that one of the first results of Confederation would be the construction of a railway from Halifax to the Pacific, securing an outlet to the Atlantic through British, and not through foreign, territory, for the rich provinces of Canada and the far West."

In Toronto, on the 24th November, 1864, Mr. Poirer said:

"We have agreed, I am sure, I think, to build the Intercolonial Railway." (Cheers.) "I have not been in favor of the Confederation, as situated as we have been. But I have at the same time been quite willing to admit—and I repeat it again today—that without the Intercolonial there could be no union of these Provinces." (Cheers.) And after a careful consideration of the question in all its bearings, and after counting the full cost, I am prepared to view the Confederation of that kind in order to accomplish the great purpose we have in view in the scheme of Confederation."

Subsequently Mr. Poirer was elected to the Executive Council of the Province of Ontario.

"That in view of the great objects Upper Canada sought, the Union should be a compulsory duty, half-a-dozen years hence."

In his place in the Legislature of Ontario, James M. Smith said:

"I am in favor of this Union, because it will give us a seaboard at all seasons of the year. It is not to be denied that one position of Canada, shut off as she is from the seaboard during the winter months, is far from satisfactory, and should the United States carry out their insane threat of abolishing the boating system, by which our merchandise passes through their territory, it would be still more embarrassing. The Maritime Provinces are equally cut off from communication inland. Now, this embarrassment will be ended by a great Union. The

Intercolonial Railway will give us at all times access to the Atlantic through British territory. It will make Halifax and St. John the Atlanticemporiums of half a Continent: it will insure to Halifax, ere long, the establishment of a line of powerful steamers, running six days from her wharves to some point on the west coast of Ireland."

Sir John A. Macdougall, also one of the delegates to the Charlottetown Conference, said at the Halifax Banquet:

"I don't hesitate to say, that with respect to the Intercolonial Railway, it is understood 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 want 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 case of a war, this railway must be a national young, and Canada will usefully contribute to the utmost extent to make that important link, without which no political union can be complete. What will be the consequences to this city, prosperous as it is, from the communication? Montreal is at this moment competing with New York for the trade of the great West. Build the road, and Halifax will soon become one of the great emporiums of the world. All the great resources of the West will come over for immense railways of Canada to the bosom of your harbor."

In his place in the Legislature Assembly of Canada, in 1865 Sir John A. Macdougall, Attorney General, next said:

"At this moment, in consequence of the ill-feeling which has arisen between England and the United States—a feeling of which Canada was not the cause—an consequence of the irritation which now exists, owing to the minority state of affairs on this Continent, the Reciprocity Treaty, it seems probable, is about to be brought to an end. Our trade is hampered by the present system, and at any moment we may be deprived of permission to carry our goods through United States channels. The head-of-goods system may be done away with, and the winter trade through the United States be put an end to. Our merchants may be obliged to return to the old system of bringing in during the summer months the supplies for the whole year. Ourselves already threatened our trade interruption, our interests, political and commercial, destroyed, if we do not take warning now, when we have the opportunity and while one avenue is threatened to be closed, open another by taking advantage of the present arrangement and the desire of the Lower Provinces to draw closer the alliance between us, we may suffer commercial and political disadvantages it may take long for us to overcome."

In a letter addressed to Sir Charles Tupper, January 20th 1878, Sir John says:

"I have been much pleased to see the energy with which the people of Halifax have taken up the interests of their fine harbor. No effort, in my opinion, should be spared to build up an Atlantic port in the Maritime Provinces with the trade and traffic of the Dominion, rather than a foreign one. I feel a personal interest in the matter, as being responsible, with my colleagues, for the construction of the Intercolonial Railway and the location (for which I was so heartily abused) I am therefore naturally desirous to see the railway a success, materially and otherwise, and that can only be secured by directing as large a volume of traffic as possible towards and over it, and thus developing and extending the trade of its great terminus at Halifax. I hope the Government will be induced to make an extra effort for the purpose. If they do not, they will fail of their duty and will be rendered culpable at the next general election."

See E. Tupper's Report on the duties of the Canadian Government, 1878, p. 143.

"He would avoid mention of the harbor of Halifax, and would ask honorable members to imagine an extensive wharfed, protected by several forts, situated on the sea coast, to break the force of the waves and quench the waters of the waves of storms. This most beautiful harbor of the Confederation is but 100 ft. the largest vessel that this was built for at the time, and where it discharged into a gully, between very deep water, and only a large natural basin, would it, as it were, by the imperfection of an extent sufficient to take in all the masts of the world." Under the Union, Canada would become a part of those emporiums and rich harbors of Halifax and Quebec, they might well feel proud of their country. On the whole, he thought that the Confederation of all the Provinces had become an absolute necessity, and that it was for us a question of to be or not to be."

At the Montreal Convention 25th October, 1864, Hon. now Sir A. T. Galt said:

"He believed the Union would be productive of good to both Canada and the Maritime Provinces. If we want an open port we could find it in St. John and Halifax."