

liabilities. And I may say that these railways, which are among the public works ceded to the General Government, are not valueless. They yield a revenue to the public exchequer. I do not remember the exact sum, but it is about \$6,000 or \$8,000 per annum.

HON. MR. CURRIE—That is exactly three-eighths of one per cent. of their cost.

HON. MR. CAMPBELL—Well, I said they yielded a revenue—I did not say what proportion it bore to their cost—and when we give this sum we know that we are not entirely without a return for it. Unless we made some provision for this payment we would have been unable to carry out the scheme, and there is a fair probability of these works becoming more productive. Of course, some gentlemen may say that it was possible to have given the other provinces equivalents for this expenditure in New Brunswick, but we all know how unfavorable to our finances has been this system of equivalents. (Hear, hear.) A similar sum might have been granted to the other provinces, but that would have been nothing but extravagance, which, I am sure, the country would be slow to sanction, in view of the past experience in this province in the system of equivalents. (Hear, hear.) This, we all felt convinced, was the most economical and prudent course to have followed in order to obtain the end of Confederation.

HON. MR. SIMPSON—I would like to ask the Commissioner of Crown Lands whether, supposing I sent a vessel from Montreal with flour to a lower port, and it returned with a cargo of coal, there would be an export duty upon it in Nova Scotia?

HON. MR. CAMPBELL—I am not aware that there would be, but upon this point I speak under correction. That is a question which, if the honorable gentleman desires explicit information, I would like to reserve for a future occasion. If questions are put, not to embarrass the passage of the scheme before the House, but to elicit information on particular points, I shall prepare myself to answer them as fully as possible. (Hear, hear.) I am sure, however, no honorable gentleman would put questions with a view of embarrassing the subject, but simply to obtain information on certain points.

HON. MR. SIMPSON—I have no desire to ask questions in order to create embarrassment, but this is a question forced upon me by the explanations that have been made, and while I am up I may ask another. I will not

discuss how much Upper Canada gives to the General Government under this scheme, but it strikes me as singular that in making these compensations the Conference gave them all to the Lower Provinces. Why was not this money required by New Brunswick raised by direct taxation, and the colonies thus placed on an equal footing? (Hear, hear.)

HON. MR. ROSS—Because the income of these railways in New Brunswick accrues to the General Government.

HON. MR. SIMPSON—But they pay nothing.

HON. MR. ROSS—They do pay something now, and in future they will pay more. I, however, speak only from my own individual point of view, and not from any knowledge other than that in possession of the House.

HON. MR. SIMPSON—And I speak from the same, and think the objection I have made good.

HON. MR. ROSS—As to the export duty on coal from Nova Scotia, it appears from the resolutions that the equivalent given to Upper Canada for this revenue is the duty on Crown timber.

HON. MR. SIMPSON—Well, what about the fishery dues given to the Lower Provinces?

HON. MR. ROSS—We will have that by and by. I am only answering one question now. It is in lieu of the duty we levy on timber, and known as "stumpage dues," that Nova Scotia is allowed to levy an export duty on coal. The honorable gentleman shakes his head, but it is a fact.

HON. MR. SIMPSON—It is not on the stump that we levy dues, but as the hewn timber passes through the slides.

HON. MR. ROSS—Well, it is not an export duty at any rate; but in New Brunswick it pays a duty when exported, either as saw-logs or square timber. In both cases it pays a duty to the Local Government, and it only seems reasonable that Nova Scotia should enjoy a revenue from her coal wherever it goes. (Hear, hear.)

HON. MR. MOORE—If the coal were exported to a foreign country, then I could understand why a duty should be imposed, but when a ship is laden in one port of the Confederation, with coal, for another port in the same country, it does not appear much like a free Confederation if an export duty is levied upon the cargo. (Hear, hear.) There would seem, then, to be a distinction—a preference for one portion over another—within the limits of the Confederation. If we are to have a union, I hope we shall have it in fact and