

Halifax, when they may reach Portland by a railway not more than one-third as long as the proposed road? Does any suppose that a person having flour to export will send it to Halifax, when he can despatch it by Portland? There is no sentiment in trade; it takes the road which it finds to be the shortest and the most profitable, and all your Confederation will not change this immutable law of trade in all countries. (Hear, hear.) But, it is said, this road will be of great use in time of war as a military route. Have those who talk in this way ever thought of the trifling distance that separates that road from American territory in certain places? Have they ever thought how easy it would be, in a single night, to destroy enough of it to make it unserviceable for months together? Have they ever thought how many soldiers would be required to protect it and keep it in operation? The experience of the present American war teaches us that to keep a railway in operation, nearly as many soldiers are required as there are lineal feet to protect. (Hear, hear.) I am opposed to the scheme of Confederation, because it is proposed to ensure, to guarantee the fulfilment of all engagements which shall have been entered into with the Imperial Government by all the provinces up to the time of union on the subject of the defence of the country, without the nature and extent of those engagements being known. There is perhaps no question in all the resolutions of the Conference of higher importance than this. Yet it is wished to make us ratify all these engagements with our eyes shut. What do we know about the engagements which the Governments of Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island may have entered into on the subject of their respective defences? What do we know even of the engagements entered into by our own Government with the English Government in relation to the same question? Nothing; we can know nothing of them. We are told that the correspondence on the subject of the defences cannot be submitted to Parliament under existing circumstances. Why then should we blindly vote on questions of such grave importance? I am opposed to Confederation, because it is wished to make us enter into a financial arrangement which it is frightful to consider, and one which is most diametrically opposed to the interests of Canada. Let us see what is proposed in this respect. The Confederation would have us to pay—

For land in the Island of Newfoundland.....	\$ 2,500,000
Indemnity to New Brunswick	735,840
For the Halifax Railway.....	20,000,000
Difference in the debt of the provinces:	
Nova Scotia.....	3,000,000
Newfoundland.....	2,300,000
New Brunswick.....	1,250,000
Prince Edward Island.....	1,840,000
For fortifications in the six provinces.....	25,000,000
For the North-West road.....	5,000,000
For military expenditure.....	5,000,000
	<hr/>
	\$66,625,840
Add the public debt of	
Canada.....	\$73,000,000
Other unliquidated liabilities of Canada...	5,000,000
Debt of Nova Scotia...	8,000,000
Debt of New Brunswick	7,000,000
Debt of Prince Edward Island.....	244,673
Debt of Newfoundland	946,000
	<hr/>
	94,190,673
	<hr/>
	\$160,816,513

Here we have a pretty balance-sheet, not one item of which is exaggerated, and which is offered to us by Confederation. All this is exclusive of the enormous expense of the general and local governments. Some of the sums just mentioned will not be payable at once, but nearly all of them will be so before five years have elapsed; sums as considerable will be payable at once, it may be said, if we enter in the account the expenses of the Confederation and its unforeseen enterprises. At the last census, all the provinces only contained 3,294,056 souls. Supposing them to contain 3,500,000 at the time of the union, the debt, with the foregoing liabilities, would amount to \$45 for each man, woman and child, and of that debt we should have to pay the interest. (Hear, hear.) I am opposed to Confederation, because I cannot see the use or the necessity of it in a commercial point of view. Countries yielding different products may gain considerably by uniting. What do the Lower Colonies produce? Do they not live in a climate similar to ours? Do they not produce similar grain to that grown in Canada? What trade could there be between two farmers who produced nothing but oats? Neither one nor the other would want for them. They might stand and stare at each other with their oats before them, without ever being able to trade together; they would require a third person—a purchaser. In such a position are we with regard to the adjacent