

he and Mr. Howe could do to prevent it. If we have secured the Intercolonial Railroad, it is because all the efforts of these gentlemen to disparage and discredit us in the opinion of English statesmen have been powerless.

But, sir, if little attention was paid to this question in the Imperial Parliament, it was not because that body was indifferent to the measure, but because there was no member of it who felt an interest in the success of these Colonies who was not persuaded that this measure would promote that success. Any opposition that was offered came from gentlemen who were never friends of the Colonies and who only speak of them as a burden and incumbrance to the parent country.

I am able to bear testimony—and I am glad to do so—to the patriotic and statesmanlike views of the noble Marquis who formerly presided over the government of this Province. If there was any gentleman in either branch of the Imperial Parliament who might be supposed inclined to yield a favorable ear to Mr. Howe's suggestions, that person was the Marquis of Normanby. While he was governor of Nova Scotia, Mr. Howe was for years his Prime Minister, and enjoyed largely his confidence; but the noble lord, in an emergency in which his fellow Peers might be supposed to defer largely to his local information and experience rose superior to any personal ties between him and his former minister and friend, and warmly advocated this measure as one that was essential to our prosperity and safety.

I believe that is only by means of Confederation that we can prevent our Provinces from being absorbed in the American Union. I have more faith in the opinions of the ally of the hon. member for East Halifax than I have in his own. I believe that by the establishment of a large country on this continent, within which labor shall be free and untaxed, we shall present a field for industry which will contrast most favourably with that other field alongside of us in which labor is pressed down by enormous taxation. See how that contrast is already apparent in certain branches of business. In a report to Congress made by the Secretary to the Treasury, no longer ago than December last, he dwells upon the condition of the shipping interest of the United States. "Twenty years ago," he says, "it was anticipated that ere this the United States would be the first naval power in the world." Up to the time when the war interfered with their industry and taxes crippled their resources, this anticipation was being realized. In five years, however, that interest has enormously declined. The United States tonnage employed in their foreign trade in 1860 was 6 millions. In five years it fell to 3 millions; while during the same period the tonnage of foreign vessels employed in that trade has run up from 2,363,000 to 4,410,000 tons.

Is it any wonder that this should be the case when on one side of the boundary line a ton of shipping costs \$100, while it only costs \$50 on the other. Cheap ships, cheaply manned and

sailed, will continue to absorb more and more of the foreign trade of the United States. Within their own borders, where they enjoy the monopoly of the coasting trade, they may impose upon industry the burden of enormous freights, but where they come into competition with the foreigner, they must compete with cheap ships or quit the trade.

As it is with shipping, so it will be with other industries, and the new Confederation may look forward to a future in which the growth and increase of every industrial pursuit will bring into play the vast and varied resources which are scattered profusely over the country.

A brilliant prospect is before us, and when we shall have become a country with our sister colonies in the West, and have fairly entered on our new course, I believe there will be nothing at which some of those who now view the prospect with timidity or apprehension will be more amazed than at the recollection of the doubts and fears that they honestly entertained at this crisis of our history. The men who sit around these benches have a deep stake in the country. They represent not only the intelligence and public spirit—but they fairly represent the wealth and prosperity of the country. If in what they are now about to do they mistake the true interests of the country, they will themselves be the sufferers from the mistake. But there is a feeling dearer to a public man than any considerations of a material interest. It is the desire to enjoy the esteem and respect of those among whom his life is to be spent. If in the course we are now taking, we have misapprehended the true interests of the country, if it shall turn out that the Confederation we advocate shall be what its opponents declare it will, we shall pay the penalty of our rash act by a life long exclusion from the esteem and respect of our fellow countrymen. But, if it be otherwise—and if it shall turn out that we saw what was not only for the interests and prosperity, but what was absolutely necessary for the safety of the people, then we shall see that we have done right to fix our eyes steadily on what was for the permanent benefit of our common country, and to pursue it regardless of the temporary passions and prejudices which may beset us.

EVENING SESSION.

The house resumed at 7.20.

Hon. PROV. SECRETARY said that the public mind had been somewhat excited by a rumor that, by a despatch from the war authorities, the works upon our fortifications had been ordered to be discontinued. He had not given credit to the rumor, because on the last day of his stay in London he had, as one of a deputation called on H. R. H. the Duke of Cambridge and the Minister of War, and those noblemen had evinced extreme satisfaction at the great exertions made by the people of the colonies, and the admirable spirit displayed by their Legislatures in connection with the subject of defence. The deputation had been assured that the Imperial war authorities would feel warranted in asking for an increase of the aid usually granted for colonial protection. On