

America. Already Australia is overdone. Taxation in the United States has become so terribly oppressive that many thousands have, during the past year, left them to settle in Canada; and we may fairly assume, a priori, that the good time for these Provinces has at length come. The West into Halifax Railway will bring the whole trade of the West into Halifax and St. John. It is easy to foresee the rapidity with which they will increase in wealth and population; and how readily they will supply man with manna, for our cattle, our pork, our oats and potatoes, at paying prices; and although I wish to confine my observations to what appears more particularly the desire of our people—immediate benefits—yet, I cannot pass this subject without asking Hon. members to take a prospective glance of what will be the future of these two cities. When the Intercolonial Railroad is finished, a third of the distance to Vancouver is completed. Does any hon. member imagine that the capitalists of Great Britain will rest satisfied until the remaining portion of this great highway of the Railroads is pushed on to the Pacific? Why, the opening up of the valley of the Saskatchewan will cause a rush of immigrants from Europe to occupy its millions of acres; its waters, teeming with varieties of fish; its plains covered with herds of buffalo; the beds of its streams abounding in gold, and the richest arable, in fact, so vast, so inexhaustible are its resources of this favored region that it excites but little wonder to hear a distinguished British statesman, on his return from that locality, declaring it to be his firm conviction that the child is now born who will see us with a population of fifty millions. From Vancouver to Yeddo in thirteen days' sail; to Shanghai three days more, and if, in addition, we allow seven days for the land transit, we will have the costly products from the banks of the Yangtze, the mighty St. Lawrence of the East, deposited in the warehouses of Halifax and St. John in little over three weeks, instead of occupying, as they now do, from four to five months, in the transmission, thereby causing considerable loss to the mercantile world, as well from the perishable nature of the articles themselves as from the slow returns of profits. Halifax and St. John having become the storehouses of Europe for the China and Japan trade, can any one have the temerity to take upon himself to prescribe the bounds of their prosperity? A few days ago, my eye was attracted by the heading of an article in a newspaper which I shall read to the House.

"A PROSPEROUS CITY.—The City of Portland had, in 1844, a valuation of \$4,665,738. Which was increased to \$26,963,989 in 1864. Her exports to foreign countries increased from \$251,097 in 1846; to \$4,896,142 in 1864; her imports from \$339,791 in 1846, to \$18,089,749 in 1864, showing not only a growth of business, but an increase of wealth unexampled in any other city of New England during the same period. This great increase of wealth is wholly due to the trade with Canada by the Grand Trunk Railway."

Such would be the increase of trade and prosperity in Halifax and St. John with a Union of the Provinces and the completion of the Intercolonial Railway. But the object of all others to be desired by every freeman should be the having a strong Government at his back to maintain his rights and secure him justice whenever demanded, and certainly, if ever there were a people needing this, it is ourselves. What a pitiful position we have ever occupied, when knocking at the doors of Downing Street! It is needless for me to particularize instances, too well is the fact known to us all, and I can now truly say, after a considerable experience as a member of this Government for six years, that I sincerely believe that the Acts of this Legislature weigh no more than a feather in the scale, compared with the influence possessed by a few private individuals of whose second-hand intermeddling we have lately had a pretty fair specimen. I believe, also, that so long as we occupy our present isolated position, we must bear patiently and submit with resignation to whatever befalls us; but I would ask, does any hon. member in this House suppose that the legislative enactments of the representatives of four millions of people would ever be imperilled or set at naught any more than those of the Imperial Parliament of Great Britain? Let us now consider the benefits which will accrue to such places as East Point, St. Peter's, Cavendish and others when we come in for our share of Public Grants for harbors on the north side; for we may rest assured that our fisheries will be developed on a

scale of considerable magnitude, and harbors will be a necessity for them interests. I was glad to notice that the Prime Minister of Canada, in his opening address in Parliament on the proposed Confederation, in reply to remarks which had fallen from another hon. member, to the effect that these Provinces being very poor and unproductive, only sought Confederation for the purpose of being allied to a rich and powerful neighbor, particularly dwelt upon the immense value of our Gulf fisheries, and said it all we require to enable us to carry this account. Last month I received a letter from a gentleman in Boston, in which he writes: "I believe that, could the people of Charlottetown see something of the extent and value of the mackerel fisheries, as now prosecuted from this, they would very soon engage in them themselves. Massachusetts took, last season, three hundred thousand barrels, valued at not less than four millions of dollars." I also notice that the Commissioner of Public Works in Canada, referring to the establishment of harbors in various places where they were demanded, stated that the Government fully recognized this necessity, and would do all in their power to meet this want. We would have the General Government also securing to us unobstructed intercourse and communication with the Mainland by properly fitted Steam-propellers, making the passage from Georgetown and the Wood Islands in the winter season. A Canal has long been considered a necessity between Bay Verte and Cumberland Basin, and I have every reason for saying that it would be almost immediately undertaken by a Company ready to commence the work. This will bring St. John within a few hours' sail of Summerside, and shorten the voyage for the Southern trade, and also, in all likelihood, would exercise a very important thermal influence upon the waters of Northumberland Straits. I now refer to a subject which has, for long, proved a fertile source of discontent to our people, and I much regret to see the present dissatisfaction manifesting itself in the formation of Tenant Leagues, which the experience of all countries but proves eventually to be the means of bringing trouble and distress upon all parties. By the sixty-third resolution of the Report, we are secured a subsidy of nearly two millions of dollars, and I cannot help saying that, when, towards the close of the Conference, I found this would be the case, I hailed it as the harbinger of a bright era for this Island; because the Government will have in its power to enter into such arrangements with the proprietors as must be satisfactory to all parties; for while we respect the rights of property, yet the best interests of the Island demand that Tenant Leagues and discontent be put an end to. We have often been told that a loan of one hundred thousand pounds would be all that would be necessary. Such loan would have to be repaid, and any losses incurred must have fallen on one and all of us. Now, after putting aside an ample provision for our annual requirements, the Government will have a surplus of three hundred and eighty thousand pounds. Let this be applied to purchasing the lands, and if there be any loss it will harm none of us; and the proceeds arising from the sales to the tenantry can be applied to local wants, such as provision for old and infirm teachers of youth, hospitals, market houses or otherwise. But to shew the influences at work to keep the people in the dark, several of them, to whom I mentioned this matter, answered me, "But we are told it is of no use getting our lands free in this way, because if we go into the Union we will be taxed some five or six pounds a year—as much as our present rents—like the farmers of Upper Canada, some of whom have come away from thence, complaining of the excessive taxation there." I believe this has been told the people with the express design of intimidating them. Those who tell them that the taxation in Upper Canada can affect us to the amount of one farthing, either knowingly or ignorantly state what has not a shadow of foundation in truth. I have been told that, at different meetings in the country, the taxation in Upper Canada was brought forward as a reason against Union. It is one of the very strongest points which the advocates of Union can bring to bear in favor of it. Hon. members are, doubtless, aware that this taxation is not laid on by the Government, but solely by the people themselves. Upper Canada is divided into forty-two Counties; these Counties are sub-divided into Townships, each ten miles square. The inhabitants of each Township elect annually five Councillors. These five elect