

alternative of confederation or annexation is more than ever confirmed when we see how completely American influence can control elections of the provinces.

These sentiments are calculated to introduce into political discussion in this country a dangerous element, a mischievous cry. I would like to ask the Hon. Attorney General West, who has to some extent endorsed this sentiment, whether I was right in understanding him to say that it was the influence exerted by American railway men on the elections which led to the defeat of the Confederation candidates?

HON. ATTY. GEN. MACDONALD—What is that?

MR. WALLBRIDGE—I understood the Hon. Attorney General West to state that the American railway influence had had some effect upon the St. John's elections.

HON. ATTY. GEN. MACDONALD—I will repeat to the honorable gentleman what I did say. It was this: that I had no doubt the question of Confederation was one of the subjects which influenced the people of St. John. But I did not pretend that that was the only one. There were other local questions which, I have no doubt, had their due weight of influence. There was, for instance, the usual struggle between the ins and the outs, and I presume there was the influence to be contended against of those who were in favor of the railways to the American frontier—the Coast Line or Western Extension Railway—as opposed to the Intercolonial Railway interest.

MR. WALLBRIDGE—I wish to nail this forgery to the counter before it goes further, and to that end I desire to be permitted to read a few extracts from one of the leading papers in the Lower Provinces (the *Nova Scotian*), and which are as follow:—

But not quite so fast, good friends. This is not the first we have heard of this "military" railway. Last summer, a committee of Congress, composed mostly of shrewd New Englanders, came from Washington to examine and report as to the expediency of constructing a "military" road to the frontier of New Brunswick. They were not allowed, however, to stop at the frontier, for when they arrived there they found an invitation inviting them to go on to St. John. They went, and St. John was in a perfect *furor* of interesting excitement. A public meeting was called; we are not sure whether Mr. TILLEY was present or not—we think he was accidentally absent from some inevitable cause, but sent a message with his compliments and sympathies. The mayor occupied the chair; the viands were excellent; the champagne flowed "*à la Ottawa*,"

the speeches were eloquent; and although St. John had but recently been alk in a blaze with sympathy with the poor suffering Southerners, somehow it happened—under what genial influences we cannot say—that they managed to create a most agreeable impression, not only upon the stomachs, but upon the loyal hearts, of the committee of Congress.

But this was not all. The provincial railway was placed at their disposal free of expense, and they were *chaperoned* over it by leading men, to Shediac and back to St. John. Mr. TILLEY, we think, was on this trip; and after all was over, they went back with a wondering appreciation of the "good lord, good devil" versatility of our New Brunswick friends.

Again the same paper remarks:—

The New Brunawickers understand this, and with Mr. TILLEY at their head, co-operating with the shrewdest men of New England, are bidding in a spirit of commercial enterprise for the great stream of passenger traffic across the Atlantic, which they (the Americans) desire to turn into our good city (Halifax). Apart from all its other advantages, they propose, it appears, to purchase our railroads, and thus release, for our disposal in other railways, the capital employed in its construction.

In another article, the same authority places this story about the American interference in the St. John elections in a stronger light. I will read it for the benefit of the credulous:—

Strange to say, we find Mr. TILLEY, not only investing the public funds of New Brunswick in the construction of a military road from Portland to St. John (of course only the Yankee end of the line is military), but the delegates themselves have actually made special arrangements with that gentleman to enable him, in event of the present scheme of Confederation being consummated, to construct the New Brunswick portion of this proposed railway. Now, we would like the delegates to explain this little matter to the satisfaction of the old ladies whom they have been frightening with horrible stories of Yankee devastations, smouldering homesteads, and blazing churches.

In the face of these extracts is it not idle to say that Hon. Mr. TILLEY was defeated by American railway influences? The presumption would be the contrary. Looking to their interest those shrewd New Englanders spoken of would have supported the candidate who is willing to invest the funds of New Brunswick in a railway connecting with their line. Hon. Mr. TILLEY, the leader of the New Brunswick Government, was defeated, not through American influence, but because of the unpopularity of the Federation scheme,