

build the road to Riviere du Loup, and for this work we are asked to give up treasure that would cover the country with railroads, and to reduce ourselves to the position of accepting a paltry pittance in the shape of a subsidy from Canada. The three millions guaranteed are not likely to build the road, and if it is to be commenced as the Canadian papers state, at Riviere du Loup, what is to become of the Nova Scotia end? It was proclaimed by Mr. Tilley all through New Brunswick that St. John was to be the terminus, and this three millions may be just sufficient to connect with St. John.

Hon. ATTY. GENERAL:—I ask if there can be any stronger inducement to the people of this country to give a favourable consideration to their position than the very argument that the three millions guaranteed will only be sufficient to establish the terminus at St. John. I ask the people what position Nova Scotia would have been in if Canada and New Brunswick had formed the union without us and built the road to St. John. If the member for East Halifax and his colleagues had succeeded they would have deprived the people of this country of the benefit of having the terminus located among them, and the trade of Halifax and of the western part of the Province would have been drawn to St. John. So obvious is the truth of this argument that in England the exclamation was repeatedly heard, "what are the people of the city of Halifax thinking of? That a man among them should oppose union is something miraculous, for the road is going to build up their city till it will be second to none on the continent." When therefore the hon. member shows his anxiety that the privileges of Halifax should be preserved and that security should have been obtained that the terminus should be here I feel that his anxiety on these points would have been more useful and appropriate if displayed in England. He has told us that we did not procure money enough, but does it lie with him to say that? What was the conduct of some of the people's delegates in England even after the union bill passed? They tried to induce the people there to believe that Nova Scotians were not loyal, that we would soon be annexed to the United States and that the debt would be repudiated. What would have been the conduct of any patriot under the circumstances? Would it not be to say, "I represent the true interests of Nova Scotia, its people are opposed to Confederation and I am bound to take every legitimate means to oppose it, but having failed my next course is to use every means to obtain for the country the railway as cheaply as possible?" That is the stand that any patriotic man would have taken but I say and can substantiate my statement that up to the last moment, when the guarantee bill was awaiting its passage, the gentlemen who professed to represent the people of Nova Scotia left no stone unturned to destroy the good opinion of the people of England in these Colonies and to lead them to believe that we would pay neither interest nor principal of the loan. They used every effort to prevent the passage of the bill and if they had succeeded, what position would we have been in? We would have had to build the road by a loan at six per cent. Under the present arrangement in thirty-seven years the

debt will be paid off, and in the meantime we are only to pay five per cent., four per cent. for interest and one per cent. as a sinking fund, but without the guarantee we must have paid six per cent. and would have had the principle to pay after that.

These, then, are the patriots who now come forward and tell us we did not obtain enough, when we got all we did in opposition to their most strenuous exertions. Their position is that of a counsel who, after the verdict is given against him, taunts the opposite parties with not getting more. They have suddenly become very solicitous that the interests of Nova Scotia will not be looked after. They voted in favor of a bill by which £50,000 a year was to be laid as a tax on the people of this country for the railroad, and when they applied to the British Government they only asked three millions. I ask the people of this country, if three millions is all we could obtain, and if we had difficulty in getting that, who are to blame but the member for East Halifax and his colleagues, who went across the water to oppose us? Suppose they had never gone, how different would have been the position of the delegates; as it is, we obtained what we asked for, but how much more confidently could we have asked a larger sum under the circumstances. They took pains to inform the British Government that three millions was all that had been promised, and that a delegate some years ago agreed to take that sum and build the road. The British Government, after this intimation, felt disinclined to give the guarantee unless we would say that the amount would be sufficient to complete the work. Of course we had to ask to be relieved from that condition, and we asked for all that we could reasonably ask, and for all that Mr. Howe had asked. In answer to the complaint that no provision had been made for the work being begun at both ends, I ask where was the provision in the bill that these gentlemen passed some years ago? If they were so careful of the interests of the country, why did they not provide, in the measure which they passed by a party vote, that the work should be commenced at Truro? If they did not consider any such provision necessary, I ask with what face he can get up and complain of our not doing what they thought was unnecessary? For all time to come, therefore, when any complaint is made of our not procuring a larger guarantee, we will be in a position to say—"Go to these gentlemen who professed to represent the people, and ask them." If they had not been there, no complaint could have been made.

Mr. MCLELAN.—The hon. gentleman has made this important admission—that the delegates only asked for three millions, and he says that this was the sum asked for in 1862. In 1862 it was supposed that that sum would build the entire road, but recent surveys have demonstrated the impossibility of that, and there is therefore an important distinction between the position of the delegates and their predecessors. In view of the fact that such a sum had been shown insufficient, the delegates were in duty bound to have asked for a larger guaranty. The terms which they secured were not so advantageous as the terms obtained in 1862, for then we were allowed a breathing space before commencing to form the sink