

in the repeal of the American duties in 1778. They came here in the belief that the revenues they or their descendants raised would be entirely under their own control and disposal; and now after nearly a century, will England, without the consent of the people of this Province, hand over our entire revenues, our entire property, and our constitution, to a Province more difficult of access to us than the mother country is, and yet at the same time claim from us greater contributions to the national defences?

We have been told that it is necessary to place all our means of defence under one head. If this means that our Militia systems shall be assimilated, it can as well be done without as with confederation: but if it means that being under one control the men shall be drawn from one province to another, then I question very much the propriety of so doing. I believe the local militia of England or Scotland cannot be taken beyond certain limits without a special Act of Parliament, and the cases in which it would be wise to do so are rare indeed. The man who may not have a natural inclination nor a training to the "pomp and circumstance" of military life is comparatively useless except for home defence. His home and his household altars he will defend with his life, but take him beyond these influences and he needs a long training to be any service in warfare. The means of defence to a country depends upon the population to territory. These Provinces are alike assailable through their whole frontier, and while we have twenty of a population to the square mile of territory New Brunswick and Canada have only eight. Hence the only result of placing the control of the militia of the provinces under one head by confederation will be to draw the militia men from this province to the others: a proposition which we have already seen does not find favor with the militia. We have seen already two regiments refuse the oath of allegiance under the impression that power had been given to take them to Canada—and I believe that such a feeling is general. The people will rise en masse to defend this country, which is dear to them, but will utterly refuse to be taken away into the wilderness, and leave their homes unprotected.

Hon. PRO. SECY.—No, no.

Hon. Mr. McFARLANE.—Shame, shame.

Mr. McLELAN continued.—Can any man cry shame on them for holding this view? No sir—they are ready to defend Nova Scotia to the utmost. With their faces seaward they will wait and watch for the foe, and should he come they will give no man occasion to cry shame. Every breeze that comes across the waters to them from old England will bring courage to their hearts and nerve to their arm; but take them a thousand miles away into Canada and their arms will fall unnerved and powerless at the thought that their own homes are undefended. Connected with this argument of defence we are told the intercolonial railway is essential and can only be had by confederation. I admit its value for defence, but why cannot it be had without this scheme. Nova Scotia and New Brunswick have always been ready and anxious to build it, and have offered to do more than perhaps their just share, and now we are quite willing to build it upon the principles which form the basis of

this scheme of confederation and which the Canadians declare is just and the only one upon which Union can take place. Now if this principle of representation by population and eighty cents per head all round be just it can easily be applied to the building of this railroad. The total population of the three Provinces is 3,090,561, and the length of road, as given by Mr. Fleming, from Truro to River du Loup is 422 miles. Nova Scotia and New Brunswick have a population of 582,904, which would make their share a fraction less than 80 miles. Now they are not only willing to build this but have actually contracted for 109 miles from Truro to Moncton,—29 miles more than their share by the principle of population,—and all that the Canadians require to do is to apply the principle and build down to meet us at Moncton. I should like much to see them thus reverse the principle and give us a foretaste of it, but there is no probability that they will. They know too well that under confederation our excess of contributions to the general fund will more than meet the interest on the entire cost of the road. I shall not trouble the house at this late hour with any calculations or arguments to this point, but I believe on a former occasion I proved to the entire satisfaction of the Provincial Secretary that Nova Scotia alone would be better off in a financial view to build the road herself than enter into this confederation under the Quebec scheme. The hon. Prov. Secy has often characterized the proposition of Nova Scotia and New Brunswick to build seven-twelfths of the road as monstrous; but the Hon. George Brown, speaking at Toronto of the building of it under Confederation, says:—"It may, however, become comfort for my friends to know that we have a prospect of getting the road built upon terms much more reasonable than we had ever hoped to obtain." Now, while we object to these terms, we say that if it be so necessary for defence, we have already contracted for 29 miles more than our share by the principles which are represented as just under Confederation. A great deal has been said of the commercial advantages of this road, and of the great effect it is to have upon this city. That it is to make the Province one vast beehive, and that the traffic of a continent is to centre here. I think the report of the last survey made in 1864 by Mr. Fleming, should be sufficient to dispel any such delusion.

I find that nearly all the lines given by him strike the European and North American railway about 37 miles from St. John, and then he shows that all the freight traffic passing down from Canada will seek the nearest outlet, which will be St. John or St. Andrews.—But supposing we take the central route, that route strikes 13 miles west of Moncton, making St. John a nearer port than Halifax by 112 miles. He says on page 90:—

"By the projected lines for the Intercolonial Railway, St. Andrews and St. John, on the Bay of Fundy, are the nearest open winter ports to Canada within British territory, and they would, therefore, be the most available outlets for Canadian produce while other nearer ports remain closed."

St. John must, then, be the outlet for freight, but he says, suppose you build that road, then it is probable that it will be of most advantage to Canada when it is doing the least. He says