

all those ships to carry away all that wheat. (Hear, hear, and laughter.) He would be glad if he could tell as fine a story, but he could not do that and at the same time tell the truth. Then the Lower Provinces were told that our tariff averaged eleven per cent., but was it so? [The honorable member was here quoting from a speech of Hon. Mr. TILLEY, to which he had before alluded.]

HON. MR. ROSS—Read on.

HON. MR. CURRIE, reading on, immediately came to a paragraph explaining the 11 per cent. to mean the average of duties on the value of all imported goods, a large proportion of which were duty free.

HON. MR. ROSS—The statement was correct. (Hear, hear.)

HON. MR. CURRIE then proceeded to show the truth in regard to the duties on staples and articles in domestic use in Canada. He said if honorable gentlemen would turn to the Trade and Navigation returns for 1864, they would find that in the first half of that year we imported and paid the following duties on eight kinds of commodities:

	Value.	Duty.
Cottons.....	\$3,277,985	\$644,331
Woolens.....	2,537,669	499,034
Tea, lbs., 3,048,567.....	1,059,674	275,126
Iron and hardware.....	776,225	151,422
Linen.....	421,543	84,136
Hats and Caps.....	281,197	55,546
Sugar.....	779,907	376,189
Sugar, refined.....	9,980	6,260
Coffee, green.....	89,016	20,449
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		\$2,112,593

Thus hon. gentlemen would see we pay more than fifty per cent. on our sugar, nearly twenty-three per cent. on coffee, while upon tea we pay about twenty-six per cent. He was afraid that if the present condition of Canada was calmly considered we would be found going into the union in a state far different from the glowing representations of Hon. Mr. LYNCH. Let hon. members look at the trade of Canada for half of the year 1864, and they would find that the balance against us was \$9,999,000. Then there was the interest upon the public debt; interest upon loans to private individuals; bank dividends payable abroad, for much of the stock of our banks was held out of the province; the interest to loan companies and others; all to be added to the debit balance, and the picture of wealth conjured up would present a very different aspect. Indeed, he wondered how, with all these burdens, the country had borne up so well.—

In the next place, he objected to the manner in which the scheme had been brought down. Why, if the Government desired the House to vote favorably, did they not act and speak understandingly? Why did they not at once bring in the schemes for the local governments and the estimated cost of the Intercolonial Railway? He (Hon. Mr. CURRIE) did not object to the principle of Confederation. (Hear, hear.) No, and he believed there would be the most perfect unanimity on the subject, as there was among the delegates as to the principle of Confederation, but he asked to have, as part of the scheme, the cost of the railway, which seemed to be part and parcel of it. We knew little of this project, where it was to commence and where to end, or how many ends it was to have. We heard there was to be one branch from Truro to Pietou; and then it was said again that the road must pass through the valley of the St. John, and end in that city. Were we to accept the project without information? Were we to have a road to Halifax? to purchase the Grand Trunk to Rivière du Loup and the link from Truro to Halifax, all of them to enter and form part of the national railway? Notwithstanding the admitted talent of the delegates, he contended that a manifest injustice had been done to Canada, and especially to Upper Canada, in the distribution of the subsidies to the local governments. Hon. gentlemen must bear in mind that the subsidies change not with population, but remain fixed. They were as follows:—

Upper Canada.....	\$1,116,873 00
Lower Canada.....	889,248 00
Nova Scotia.....	264,000 00
New Brunswick.....	\$201,000
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	63,000
	264,000 00
Prince Edward Island..	64,035
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	89,043
	153,723 00
Newfoundland.....	98,110
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	270,890
	369,000 00
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	\$3,556,849 00

If a person was proposing to enter into a partnership he would naturally inquire into the assets of the other members of the intended firm. We knew what our assets were. We had the finest canals in the world, which had cost many millions.

HON. MR. ROSS—And they pay.

HON. MR. CURRIE—Place tolls on the St. Lawrence Canals and you will see what they pay. There was one canal that did pay, the Welland. In 1861 this work alone earned