

brought forward this great question of Colonial Union. At a time when party conflict raged in this country as never before, in 1861, the opposition in this House stated that they were prepared to sustain their opponents in a measure that was calculated to advance the Union of British North America. At that time the advocacy of that subject was popular to the last degree; nor was it till the last moment that men were found unpatriotic enough to ignore their own previous actions in order to antagonize a great national movement, in order to obtain an unfair advantage over the Government of the day. Although by the dissemination of inflammatory productions, by conjuring up the frightful lugbear of taxation, a large body of the people have been brought to look upon the Quebec scheme with disfavor. I am proud to know that the best minds of this country give their hearty sanction and are prepared to sustain this movement to unite British North America by every means in their power. Is it strange that such should be the case? What future can Nova Scotia have apart from a Union of British North America.

Look at the comparatively insignificant position we occupy and tell me, surrounded as we are by hostile tariffs, with a mere handful of population, what future can we look forward to unless it is in connection with the consolidation of British North America under one government. Looking only at the commercial aspect of the question—at the expansion of our trade and our great facilities for manufactures, is it a matter for surprise that the most intelligent men in this country have combined, as they have never done on any other question? The geographical position we occupy, can be of little service, and the great resources we possess are all comparatively useless and can never obtain full development except, as Mr. Howe has said, by making this province the Atlantic frontage for a mighty British American country. Let us turn our attention to the question of an Intercolonial Railway. Great as may be its commercial advantage, though it may make Nova Scotia the wharf of British North America, everybody knows that it has been stated time after time by Mr. Howe as laying at the very foundation of the security and advancement of British America. He said he wanted the Intercolonial Railway because it would bring about Union. For twenty long years the ablest public men had combined all their talents and energies to bring about the construction of this great work but all their efforts have proved futile. The moment however the Intercolonial Union is consummated, the Intercolonial Railway becomes an accomplished fact.

The delegates came back not only with the evidence that the general scheme gave that these Provinces would have all the legitimate influence that they were entitled to, but with the proof that the twenty millions of dollars required to build the Intercolonial Railway were secured by Intercolonial Union. But the great commercial advantages derived from Union have been so fully detailed on the platform and in the press in a manner that must carry conviction to every intelligent mind, that it is altogether superfluous for

me to dwell on this part of the subject. No man can look at the position of our country without recognizing at once that, surrounded, as we are, by hostile tariffs, our great facilities for manufactures must lie dormant. If, therefore, we wish to develop enterprise, and make this country a great hive of industry, we must, without delay, carry out this scheme of Intercolonial Union. The Reciprocity Treaty has been swept away, and no intelligent man, whether opposed to the Quebec scheme or not, can fail to see that the basis on which our previous prosperity rested has been affected to a large extent and that there should be found some counterbalancing means by which our common interests may be promoted. Important, however, as these matters are, there is another question to which I have hardly referred, which lies at the foundation of the whole argument. Whilst I am prepared to support this Union under the belief that our political and commercial prosperity is indissolubly bound up in the measure, I would say that I would accept it at some sacrifice for the purpose of adopting the only means by which I could hand down to my children the priceless boon of British connection. I must here again invite the attention of the House to the following observations of Mr. Howe on this subject, and for which the hon. member is responsible, for he was a member of the Government who brought them here. In a state paper in the Journals of 1862 Mr. Howe declared:

"The United States thus have been suddenly transformed from peaceful communities, pursuing lawful commerce, to a military Republic.

"The British Provinces survey these phenomena without fear, but not without emotion; and they ask, as the first measure of indispensable precaution and obvious defence, that the Intercolonial Railroad shall be completed without delay.

"Without the road the Provinces are dislocated, and almost incapable of defence, for a great portion of the year, except at such a sacrifice of life and property, and at such an enormous cost to the mother country, as makes the small contribution which she is asked to give towards its construction sink into insignificance. With the railroad we can concentrate our forces on the menaced points of our frontier, guard the citadels and works which have been erected by Great Britain at vast expense, cover our cities from surprise, and hold our own till reinforcements can be sent across the sea; while, without the railway, if an attack were made in winter, the mother country could put no army worthy of the national honor, and adequate to the exigency, upon the Canadian frontier, without a positive waste of treasure, far greater than the principal of the sum the interest of which she is asked to contribute, or rather to risk.

"The British Government have built expensive citadels at Halifax, Quebec, and Kingston, and have stores of munitions and warlike material in them; but their feeble garrisons will be inadequate for their defence unless the Provincial forces can be concentrated in and around them. An enterprising enemy would carry them by *coup de main* before they could be reinforced from England, and, once taken, the ports and roadsteads which they have been erected to defend, would not be over-safe for