

passed resolutions concerning a Federal Union, and they can be signed and forwarded to them. When the Canadian delegates met at Halifax there was a torch light procession took place; what had they done for Nova Scotia that they should be accorded this honor? Was it not done to influence the public in England, and lead them to believe that a reaction had taken place? Why did not the Government of Nova Scotia bring in the question, and prepropose it as a Government measure? or if they were not satisfied without submitting it to the people, why did not they dissolve the House, and get an expression of opinion from the people? It was because they knew beyond the shadow of a doubt, that it must be defeated. Then in regard to the Intercolonial Railway; a fair and equitable arrangement as could be made between man and man was made between the Provinces for the construction of that road. This road would have been of great advantage to the people of Nova Scotia, though I doubt whether it would help us much; yet that agreement having been made, it was binding upon all parties, but Canada violated her trust, and her honor politically had been scattered to the winds. Then what had these Canadian delegates done for Nova Scotia, that they should be honored with a torch-light procession? One of our distinguished men was among that party, and he was honored in the same way. What had he done for Nova Scotia? What was his position then? Defeated in his election; the people had spoken in a voice of thunder, and said they had no confidence in his party. Why then this "torch-light procession?" It was done that a great outcry might be raised on the other side of the water; that the opposition got their election by accident; that the voice of the people was against them; that if the question of Confederation was again submitted to the people their position would be reversed. This being the case, is it a proper course to be silent, because we have expressed our opinion, and allow those men to make misrepresentations concerning the state of feeling in this country on that question, with nobody to counteract their influence; we must not trust to existing right alone, but we must take all reasonable precaution. What is the use of troops if people are to depend upon mere existing right, without taking means to enforce that right? Therefore, to send a delegation is a matter of the greatest importance. I only regret that this delegation had not been sent a little earlier. With reference to the resolutions which authorized those gentlemen to go to Prince Edward Island to meet other delegates to discuss a Union of the Maritime Provinces, I would say that when I find men disposed to violate one right, I would be loth to put trust in them again. We find these men who were elected on the principles of Responsible Government, and who boasted that they forfeited the confidence of the people, go forth with the resolutions of the House of Assembly, and, through Canadian influence, treat those resolutions with the most consummate contempt. These delegates then proceeded to Quebec, where a meeting took place, not authorized by the people of the Province or by the British Government, as the Hon. ex-Surveyor says, for they had left for Quebec before the despatch came out.

Mr. McMILLAN.—I did not refer to that despatch. I referred to a despatch sent out in 1862 regarding a Union of these Colonies.

Mr. WHEATMORE.—The Governor of Nova

Scotia did not feel authorized to send delegates without the express direction of the Colonial Secretary, but they had departed before they received a despatch authorizing them.

Mr. McMILLAN.—By what power were they appointed; if the Governor did not appoint them, who did?

Hon. Mr. ANGLIN.—The Lieutenant Governor of Nova Scotia when appealed to by the Governor General, at first refused to send delegates until he could get authority from Mr. Cardwell. Afterwards he wrote to the Colonial Secretary, stating that he was satisfied that the Governor General was acting with the knowledge and sanction of the Imperial Government; therefore, he had complied with his invitation, and sent delegates to the Conference, because if he had withheld his consent, Nova Scotia could not have been represented.

Mr. McMILLAN.—Was he not aware of the fact that he was acting under the despatch of 1862?

Hon. Mr. ANGLIN.—Although the Lieutenant Governor of Nova Scotia knew that despatch was in existence, still he did not feel authorized to send them.

Mr. WHEATMORE.—The action of those delegates was a direct violation of the principles of Responsible Government, for it was their business and duty to attend to what the people sent them to look after, and that consideration was not given that should have been given to the voice of the people of this Province. They treated those resolutions with the greatest contempt, and in direct violation of them they go to Canada at great expense to the people of this Province, and there mature a scheme to destroy and sacrifice the country in which they live. I believe it was those delegates' intention to cram the scheme down the throats of the people of this Province; therefore, there was an unpardonable violation of our rights, and the people did well to express their opinion at the polls. It is said the Government of the present day is a matter of accident; but I consider it a most fortunate circumstance, for it saved the country. In reference to this Intercolonial Railway going to be of so much advantage to us, I have listened with great attention to the arguments of many public men expressed at public meetings at St. John, and I have endeavored to bring the best judgment I could to bear upon the subject, but I failed to discover that we would commercially derive any benefit from it. It is said that there is a large amount of money to be expended upon this road if we go into Confederation, and it will cost us a very small amount indeed, but what is the difference who pays the cost, as they are going to take our money from us. Suppose they do expend a large sum of money in the country, it will be spent among the railway navvies and contractors, creating extravagant habits and causing drinking shops to be set up, thus doing a wrong and an injury to the country. What are we going to carry upon that Railway? I have listened with patience, but have listened in vain, to hear any arguments to prove that we will derive any commercial benefit from it. My impression is, that it will go by the North Shore route; my hon. friend from St. John thinks it will go by the middle route. If the Government did not know by which route it was going, was it fair between man and man to state to the people of the North Shore that it was going by that route? If it was true, I do not blame them for getting the benefit of it; but if it was false, and there was no rea-

sonable ground for the statement, was it a fair canvass to make the statement when they knew it to be false? Then, again: was there any thing to justify the assertion that it was going by the Sussex route? This question of the railway route was a political fiddle with three strings: there was the North Shore string, the Central string, and the Southern string; put that and the Coles' Island operation together, and I say it was not a fair canvass, for the question was not treated on the broad principles of Confederation alone. Then in reference to the trade on the Intercolonial Railway, we have nothing to send to Canada that they do not have. It has been said that our shipping interest will be increased. Who ever heard of a Canadian buying a New Brunswick ship, or a New Brunswick buying a Canadian ship? We cannot compete with Canadian manufactures, for ours are in an infant state; this opinion was expressed in 1862 by some of the most prominent advocates of the present scheme. Suppose I have a mill on one side of the Restigouche River, and have to pay a heavy debt, and my hon. friend from that county has a mill on the other, free from debt, can I compete with him under those circumstances, and sell my lumber as cheap as he can? If we employ the same number of hands and the same amount of capital, and he gets his logs near his mill and I have to bring mine from a distance, I cannot begin to compete with him. Suppose we have manufacturers in this country, with the same facilities and number of hands employed as the Canadians, we cannot sell as cheap as they do, from the fact that the market is in Canada and we have to pay the cost of transport. We have to get our flour from Canada, and have to pay so much money for it; that is the same as if we had to pay so much debt. But in Canada they produce their own flour; therefore, we cannot feed our operatives as cheaply as they can in Canada, where they have their flour and market at their own door. Therefore, we can send nothing to Canada on this Intercolonial Railway—neither will the Canadians send their flour by that route, because they can send it much cheaper by way of Portland. Then we are told that, in a military point of view, it is important that this road should be constructed, because the Yankees are going to gobble us up. It was anticipated that the revolution in America was drawing to a close; and, while they had this large army unemployed, they would make an onslaught on these Provinces. I do not believe for one moment that that great nation, because they had the power, would make power right, and attempt to invade us. What object would it be to that mighty nation to invade these insignificant Provinces; we were told that the Americans were to be upon us immediately, and we wanted this railway for military purposes. How long would it take to construct that railway? It could not, and would not be done in ten years; and it is not to be supposed that the Americans, if they were rapacious enough to invade us, would put their soldiers in camp and feed them for ten years in order that we could get our railway built, so that we could send our soldiers up to Canada to have a fight. We are told that "Union is strength;" no doubt some kinds of union are strength. I will call the attention of the hon. President of the Council to that fact; but there is a union that is not strength. I believe a Commercial Union between New Brunswick and Nova Scotia would strengthen us, as we have been in the ha-