

made an apology for voting for the Pictou Railway, because it prevented us from going into debt for the Intercolonial Railway; he voted for the former because it was the lesser evil. Now the hon. member said that we should build railways to Annapolis, to Pictou, to New Brunswick and everywhere else. In fact there was not a day that the hon. member did not assume some inconsistent position; it was impossible to know where to find him, so erratic was his public policy. The hon. member had just declared that the Government should not have entered into the agreement but anybody who knew him would feel that if they had not done so he would have been the first to complain that they had sacrificed the interests of the West to the East.

Mr. COFFIN said that it was assumed by the Government that we would pass into Confederation with a debt of \$8,000,000. Anything that exceeded that amount would have to be paid for us. Now it appeared that the first charge upon the little revenues left us would be the interest on this railway. If we had no other means of paying it, we must do it by direct taxation. He would be quite willing to pay for the Windsor and Annapolis Railway if he could see any way of doing so. We were legislating ahead of the means at the disposal of the country, and saddling it with a debt which it would be most difficult and burdensome to pay. He was quite positive that instead of going into Confederation with a debt of \$8,000,000, the amount would be rather \$9,000,000.

Mr. TOBIN said that it seemed to him that gentlemen were always looking for troubles, and anyone listening to the debate that afternoon would imagine that the country was on the verge of ruin. He saw our revenues increasing, our railways extending and opening up new sources of trade, all branches of industry prosperous and progressing, and yet it was said that we were unable to get along. He saw ahead, not a prospect of ruin, but of prosperity. Our revenue in 1850 was not above \$382,000. Then we were told that if we built a single mile of railway we would be ruined. Now we had a revenue of nearly a million and a half of dollars, derived from the same sources. We had built railways, devoted large sums to education, roads and bridges, and other great public improvements, and yet the people were not oppressed with taxation, but were less burdened than any other country in the world. He did not expect, however, ever to find the hon. member for Yarmouth satisfied; it was his privilege to find fault with all Governments. The Government had only done their duty in redeeming the pledge they had given to the people of the West. He was unable to see on what ground some hon. members argued that the construction of the Annapolis Railway would burden the local revenue. Mere assertion, however, amounted to nothing, and that was all the hon. gentleman and his friends indulged in.

Mr. ANNAND said that his hon. friend had attempted to prove too much. If our revenue

had more than trebled since 1830, it proved that Nova Scotia was now a prosperous country, and that any change in our political condition was unnecessary. We were to exchange this prosperous state of things for a union, under which we would hand over our revenues to Canada, and only get back a paltry sum in return. He was also quite prepared to prove by figures that if we were left in the possession of our revenues we would soon be in a position to extend our railways both to Yarmouth and the Gut of Canso.

Hon. FIN. SECRETARY said that he would suggest to the hon. member the advisability of taking into consideration the possibility of the present Government having control of the revenue. The House remembered that, under the financial management of the hon. gentleman, the Province went backward to the tune of many thousand dollars a year, whereas the revenue went up the moment he and his friends were out of power. It would be therefore necessary for the hon. member, in making hypothetical assertions as to the revenues and what could be done with them, to take into consideration who would have charge of them. Everybody, in the most remote settlements, always expected to find the hon. member for Yarmouth bringing something about railways into every speech he may make. When the hon. member asked for information respecting the financial position of the Province, he was quite aware that he had every paper under his hand requisite for his purpose. He did not wonder at the assertions of the hon. member for Shelburne (Mr. Coffin) who could not be expected to be so well informed on such subjects as the hon. member for Yarmouth. When the hon. member for Shelburne declared that we would enter the Confederation with a debt of \$9,000,000, he did it for merely electioneering purposes, and without anything whatever to sustain him. He was quite gratified, however, at the arguments adduced by gentlemen opposite, for they clearly proved that they had really no substantial reason for finding fault with the course pursued by the Government.

Mr. HATFIELD said it was the duty of every body to express his opinion on a subject of such great importance.

Dr. HAMILTON said that he had watched with much surprise the course pursued by a certain public journal, and a certain party in this country in reference to this railway. It was now, however, settled despite all the prognostications of the opposition, that Kings and Annapolis would have the railway, owing to the strenuous exertions of the Government. He thought that the railway had been surveyed through the wrong route in the county of Kings. He was quite satisfied, however, to know that we were to have the road at last constructed. He did not attach any importance to the figures which some gentlemen were so fond of adducing on every possible occasion. It was well known that figures could be twisted in any shape or chose. It was urged many years ago, the Province was not in a position to build railways