

local purposes; this is a grave question, and he would invoke the most serious consideration of the House." He made a long speech on that occasion; and took the gloomy view that we would have but £40,000 a year left for our local purposes. His line of reasoning now is just opposite. He says now there will be a large increase of population, and a large increase of revenue in consequence of the construction of this Railway.

Mr. SMITH.—I took the same ground then that I do now,—that our population would increase, but our wants would increase with it.

Hon. Mr. TILLEY.—He took the view that our revenue would not meet our expenditure. The hon. members who were in the House on that occasion must remember the plausibility of his reasoning on this point, and be struck by the feeling he entertained on that occasion as contrasted with the speeches now made, where he admits the population will increase up to 400,000 in 1881, and thinks the revenue will increase to \$2,000,000. My hon. friend went off on the subject of taxation, and took occasion to say, no doubt but we would have the Stamp Act here, and a charge put upon our papers. Admitting that should be the case, if it becomes necessary to assess a tax upon the whole Confederacy, and a certain amount is to be raised for the benefit of the country, it makes no difference how it comes out of my pocket. If I have to pay it, I might as well pay it in one thing as another. Men in this Province will not have to pay one cent more per head than they have paid. My hon. friend says the expense of the New Dominion will be great; the building of the Intercolonial Railway will take £300,000 per annum as the interest of the Railway debt. (Mr. Smith.—How much will it cost?) I doubt if it will cost £3,000,000. The Delegates gave the subject some consideration, and there seemed to be a disposition to give a company of capitalists a subsidy to construct the line, only stipulating that they should run no less than a certain number of trains a day at a certain rate for passengers and freight. Then I think the Road could be constructed for less than £3,000,000. Suppose it will cost £3,000,000, they have to lay aside one per cent a year, that is \$150,000, as a sinking fund, by which the whole debt will be paid off in less than forty years. This will not be a large sum to be paid out of the revenue of the General Government, when we consider that last year the surplus revenue of Canada alone was nearly a million dollars. He says the General Government will cost a large sum of money. I will not pretend to any that it will not, but so far as New Brunswick is concerned, as we have paid more per

head according to population out of the Union, we will not have to pay any more than in the past. I do not say the whole of the Provinces will not pay it, for it is likely they will, but the point is, suppose we go into Union with the tariff of Canada, we find the tariff of Canada to-day is as low as the tariff of New Brunswick. All non-enumerated articles pay 15 per cent under the tariff of Canada against 15½ that ours pay, but a great many articles here pay four per cent, and some pay fifteen per cent that do not pay any duty at all in Canada. In Comptroller Smith's Report I marked all the articles that did not pay duty, and I found that for every article we had which did not pay duty Canada had two, therefore, we will not have to pay any more per head than we do now. The Tariff of Canada will not yield any more than ours, because if some of their articles pay more than ours, others pay less. My hon. friend says, "the Secretary told us that the expenses of this Legislature would be less." I said so. I estimate the time occupied in a Session will be one quarter less, the Legislative Council will be reduced four, five or six members. He, in his speech on Saturday, pointed out the pitiable condition the country would be in without money enough for Bye Roads, Schools, &c., and then asked for £500,000 to aid in the construction of Western Extension, knowing we had the ability to pay it. Does the House want anything more than that declaration to prove that he knows that financially we are not destroyed.

Mr. SMITH.—I said I would support the Government in bringing forward a measure to provide for Western Extension. I believe it is the only opportunity we will ever have of getting that work constructed. We can now get the money at the rate of five per cent, and if we do not take advantage of it I think it will be a long time before we get that Road built. The Secretary says that I said the country would be in a flourishing condition after Confederation. I know as well as he does what we will have after we go into Union. In four years we will not have one-half the money we would have if we remained as we are. I never said anything to lead the Secretary to infer that I thought we had a bright future before us; on the contrary, everything I said predicted a future dark and gloomy, although I hope it may be otherwise. I offered to lend my assistance to support a measure of vast importance to the people of the country. I wished to take advantage of a provision in the Scheme of Union, wherein money could be obtained from the New Dominion at the rate of five per cent, to build Western Extension, but the Secretary, with an air of triumph, thinks I stand guilty and con-

victed before the House of inconsistency. The Provincial Secretary has ransacked the papers in all directions to try to prove that I occupy a different position from what I did in 1863. I used the same language then that I use now. The Secretary at that time tried to carry a measure for the construction of 3½ twelfths of the Intercolonial Railway, and here let me ask how many people now don't believe the responsibility was too great for this little Province to bear? I resisted that measure, and I gave evidence of my sincerity by resigning the office of Attorney General. The Secretary knows that I was conscientious in my opinion that the responsibility was too great for this small country in view of the debt already existing on the European and North American Railway. This Railway, the Secretary said, would pay 3 per cent in five years. I said it would not, you are entirely too sanguine. It is now ten years since it was built, and it does not pay more than it did five years ago. He charged me with being against Railways. I said that I had always inclined to the principal of caution, for I was afraid of encouraging these large liabilities and heavy dues. I told him that I was afraid of these large funded debts, that we had to pay now \$250,000 interest on our debt in England. I said if the debt was due among ourselves, the matter would be comparatively insignificant compared with having a funded debt existing where we have to pay the interest out of the country, therefore, I say I opposed the assuming 3 1-2 twelfths of the Intercolonial Railway as entirely too heavy a burden for this country to take upon itself. We know the influence that was brought to bear at that time. The Secretary, by his influence, was enabled to carry that measure. I resisted it, and felt that I was right to resist it, and I do not believe there are five members in this House who—if not in Confederation—would go for the construction of 3 1-2 twelfths of the Intercolonial Railway. The Secretary tells us now that this Road can be built for less than £3,000,000. If so, I have not much opinion of the judgment of the Conference, nor of the scientific knowledge of the man who said to the gentleman who moved the Bill in the House of Lords that it would take £4,000,000 to construct it, and they wanted that much from the British Government. Instead of expecting to get it built for £3,000,000, the Delegates had to give evidence that this New Dominion could obtain an additional £1,000,000 to build the Road, and this guarantee comes in beyond the Imperial Guarantee. The Secretary deals in imagination and speculation; he said ten years ago that the building of our Railway would increase the population, and would cause a large