

energies. I do not intend to occupy the House in the discussion of other branches of the subject. With Union, our social and political status will be enlarged, and our means of defence against aggression increased and consolidated, it will give you thousands of men that we cannot otherwise have, and I will tell you how. We are rapidly increasing in population even now but give us the facilities for commerce and manufactures that Union will afford then you will have hundreds where you have now one added to the number of the people. And the same thing will occur in Canada and the other Provinces. What is the reason that this Province has been for so many years sparsely settled—it is only where mines have been worked that you have any large centres of industry. Immigration seeks a country where there is plenty of room and work. Give us the population and the industry that Union will certainly bring with it, and you will have a greater ability to contribute towards defence, both in money and men.

When I listened to the hon. member for Yarmouth, I thought of the last occasion when he pointed to the same map which now hangs before me. He is the last man in the world of whom I would say a single disrespectful word but from his anxiety to see anything beyond Yarmouth, he is at times, I might say at all times one of the most inconsistent men that ever sat in this House. No doubt every one is disposed to give the hon. member credit for his commercial enterprise for the zeal with which he discharges his duties, but the people of this country must know that on almost all the great questions which tend to promote the wealth and prosperity, he has always been a drag on the wheel. Therefore I say that on a question like this gentleman will not be disposed to accept his assertions or opinions with the confidence that they would otherwise be disposed to extend to them. When we were discussing the Intercolonial Railway, three years ago we saw the same map before us. On that occasion the hon. member in his attempt to defeat the Intercolonial proposition resolved to the argument that the road we ought to build was the one to Pictou. But when the hon. member had an opportunity of being consistent with himself building that road to Pictou what did he? His party came into power, and in fulfilment of the pledge which they had given when the hon. member was one of their supporters, proposed to construct the railway to Pictou, but this consistent gentleman opposed the measure to which he was solemnly pledged left his party because they would not violate their pledges as readily as himself. Yet this hon. member told us to-day that he invariably acts upon principle. He left his party on that very question, although standing in the presence of the House before that very man he promised to support us in carrying it. He says he did not wish to do so, I guess he did not for himself but he has put it into my power to declare that if he did not wish to enter the Government himself he left the party that he sustained on the very Pictou Railway question three years ago because some of his friends did not get

office. (Mr. Killam—No.) I say yes; the hon. member took occasion at a recent date to state that he left because I was appointed Railway Commissioner. He wished that another gentleman, a personal follower of his own, should be appointed. I shall not trouble the House with any lengthy observations on the financial branch of this subject, but there are one or two points in the speech of the hon. member for East Halifax, that I may briefly notice. He stated that the revenue derived from local sources, under Confederation, would be \$155,000. This sum added to the subsidy of 80 cents a head, amounting to \$264,800, gives a total of \$419,800, to be appropriated for local purposes. Here I am quite content to take the figures of the hon. member, but he went further.

Now to make a set off to this revenue for local purposes, the hon. member for Halifax resorts to the most unfair method of assuming that future grants for local purposes will, for the future, be as large as they are this year. That hon. member knows well, Sir, that never in the history of this country have the grants for Education, Roads and Bridges, Navigation securities, and special grants for such purposes as the St. Peter Canal, and opening and enlarging many of the Harbours on our coasts been so large and munificent as during the last three years. And he also knows, Sir, that it has never been imagined by any one in this House that these large grants could be continued. Where, Sir, are we to obtain the means to meet the obligations the country has assumed except by discontinuing these exceptional grants as the necessity arises. Whence is to come the interest on the Pictou Railway which already forms a considerable sum to the debt of our account? Where are we to find the subvention we are to pay to the Annapolis and Intercolonial Railways? Why, Sir, the hon. member well knows that if Union did not take place, and all these liabilities fall upon our own shoulder, that notwithstanding the prosperity of the country, we should be obliged not only to reduce all these special and exceptional grants, but be obliged to resort to additional taxation to sustain the credit of the country, and yet the hon. gentleman ventures to place before the country the figures quoted in his speech as a fair estimate of our local outlay after the Union is consummated.

Now, Sir, I shall submit my estimate to the House and challenge a comparison of my figures with those of the hon. member. The liabilities I put as follows:—

Agriculture.....	\$5,000
Criminal prosecutions.....	1,600
Coroners' Inquests.....	1,400
Crown lands.....	14,000
Mines.....	17,000
Distressed sea-men.....	200
Education.....	120,000
Relief Indians.....	2,000
Poor Asylum.....	8,000
Relief paupers.....	5,000
Roads and bridges.....	140,000
Legislative expenses.....	20,000
Salaries, &c.....	8,000
Navigation securities.....	20,000
Insane Asylum.....	20,000