

portions of Sister Colonies, yet in all the real elements of wealth and prosperity they compare with little Nova Scotia, but as poorhouse giants; but notwithstanding it is so, the Provincial Secretary takes this Province—rich as the rarest jewel—peopled with industrious, enterprising and spirited men, and goes on a trading voyage to Canada and bargains it off acre for acre and man for man with the acres and habitants of Canada. He does more. He does worse—he comes back boasting of what he has done and of his great statesmanship. Let me, sir, tell the House that story of a conceited coxcomb who, making love to a lady, in the pauses of a dance, placed his hand on his heart, and with considerable distortion of features, said—“if this is not love I feel, what is it?” “My dear sir,” said the lady, “it must be something that *bites* you.”

Now our Provincial Secretary in his trading voyage got badly *bitten* in his bargain, and mistakes the *bite* of the Canadians for statesmanship. Let me add that too on many occasions I think the hon. gentleman acts “just as the maggot bites,” and mistakes the feeling for the impulses and inspirations of statesmanship.

I have spoken of our prosperity—of the income from the various branches of industry—the extent of our fisheries, and the value of our mines; and it may be claimed that one of the advantages that will arise from this Union will be the development of these resources, by giving us extended trade and commerce. We have heard a great deal of the powers of parliament, of legislative enactments, but there is one thing that is almost beyond the control of such enactments—that is, the divergence of trade from its natural channels. We have had in fish, coal, and those articles which are our chief products, free trade with the other colonies, and what has been the result? Have our resources thereby been developed? Has our trade been enlarged? If you turn to the imports of Canada—to the free goods—you will see the result. Nova Scotia, which, from her natural position and resources, is especially prepared to supply upon very advantageous terms, gypsum, coal, fish, and stone,—to what extent would you suppose Nova Scotia supplies Canada with these? I find the total import of coal into Canada is estimated at \$936,239, and of this amount Great Britain supplies \$379,703, and the United States, to which we export largely, \$548,846, leaving the total amount imported from the Province of Nova Scotia into Canada, where it goes as free as air, only \$7,690. Again, take the article of gypsum. Even six times more of this article is imported from the United States than from the British American Colonies. Again, of fish, which we export so largely to the United States, Canada only receives from the whole British North American Colonies to the value of \$226,573, while she gets from the United States \$281,023. We export stone, in abundance, to the United States, but not a dollar's worth to Canada. I have enumerated these articles to show that, having in them free trade among these colonies, we send but a small value of them to the colonies with which it is proposed to confederate us.

It has been urged that as this is a Maritime Colony, Confederation would open up a valuable field of commerce to our shipping. It is

absurd to suppose that confederation would give us any advantages we do not now enjoy, or that our shipping interest can depend for employment upon a country whose waters are closed for five months in the year. Nearly the whole trade of Canada is supplied by the accidents of commerce; that is, when a vessel cannot get a charter she would like, and being perhaps in a coal port, she takes a cargo of coal to Canada, and returns with lumber to some other port where she finds more profitable employment. And it is by accidents arising like this, in various ports, the whole wants of the trade of Canada are supplied. It is an entire fallacy to say that by opening the whole trade of these colonies, we should receive great advantages in Nova Scotia. Confederation, instead of extending the commerce and developing the natural products of this country, will rather cripple trade. I have already shown that Confederation must necessarily impose upon us a very heavy tariff and exceedingly large burthens. The consequences of that is, to increase the cost of living and producing the articles of export, and when you increase the cost of living and of wages, you are unable to compete with other countries in the sale of your coal and fish, and other articles which Nova Scotia is especially calculated to produce. It is claimed again that we shall get the Intercolonial Railway by Confederation.

The Provincial Secretary told us we got it on terms never dreamed of. I have looked on these terms and summarized them, just as the hon. member for South Colchester did the indications of war, and the conclusion I have come to is, that the Provincial Secretary was right in his expression. 1st. *We surrender the entire control of the constitution of this country.* 2nd. *We endanger the harmony existing among us as fellow-colonists by bringing our diverse interests into conflict.* 3rd. *We reduce our local expenditures for roads and bridges to a large amount, or supply that deficiency by direct taxation.* 4th. *We subject ourselves to the annoyance and tax of the stamp act.* 5th. *We surrender to Canada the power to tax us to any extent that their extravagance may render necessary; and which I have shown you will be in the outset \$782,560.* 6th. *We must pay our proportion of all expenses entered into by the general government.* I have shown you some of the new expenses which are incident on the first formation of this government; but it is not to be supposed that the engagements entered into by the general government will rest here. We have been told that one of the conditions upon which the Canadians agreed to build the intercolonial railway was that they should have western extension and enlargement of their canals. You will understand that the Canadians find that their canals are not answering their anticipations. The returns of 1864 show that there has been a large decrease in the earnings of the Welland and St. Lawrence canals. In the Welland there is a decrease of 12½ per cent., and in the St. Lawrence canals 33 per cent. In the report of the Commissioner of Public Works he says, to make them remunerative they must be enlarged to allow the passage of vessels 800 to 850 tons burthen; which will require an enormous expenditure, as they have now a depth of water of only about nine feet deep. Now, the enlargement of these canals, and the opening up