

Lieutenant Governor, although in opposition at that time, to go in conjunction with Mr. Young to attend the meeting of delegates, for the purpose of considering the question. He found, however, that he was required to give his assent to what had been done already.—Therefore, in the arrangement of a treaty so intimately affecting our interests, the views of not a single public man in Nova Scotia were considered worthy of attention, and I presume it was the same with New Brunswick.

Where was New Brunswick when a large slice was cut off from her territory—when the whole of British North America was disfigured by the Ashburton Treaty? The opinion of a single statesman in New Brunswick was not asked.

The fact is, if we are known at all across the Atlantic, notwithstanding the immense resources of these Maritime Provinces, it is because we happen to be contiguous to Canada. Everything connected with our interests tells us of the insignificance of our position. Therefore it is not a matter of surprise, in view of these facts, and of the position we occupy, that the intelligent men of these Provinces have long since come to the conclusion that, if these comparatively small countries are to have any future whatever in connection with the crown of England, it must be found in a consolidation of all British North America. I regret that this harmony does not exist down to the present moment, but I am dealing with the position the question occupied at the time these negotiations were going on.

OUR TRADE WILL BE INCREASED BY UNION.

Who does not know that if these Provinces are ever to occupy a position that will increase the wealth of the country, it must be through the expansion of our trade?

What trade, worthy of the name, can a country, so limited in extent and sparsely settled, as our own ever have? When we look across the border and see the great imperus that was given to the trade of the United States when they ceased to become separate provinces and swept away the hostile tariffs that previously confined them, who can doubt that if we adopted a similar policy (but retaining at the same time our connection with the parent state) and became one country, the same great results would accrue. Then, indeed, might we expect to advance the material prosperity and position of all British North America. The only means by which we can expect an expansion of trade is by striking down these hostile tariffs, and having a common commerce for these provinces. Again you have the difficulties of trade increased in consequence of each province having a currency of its own. If there is anything that would increase the commerce and improve the credit of all British North America, it would be such a union as would bring about such a consolidation of the interests of the country as would lead the world to suppose that our institutions were based upon a stable and firm foundation.

OUR CREDIT WILL BE IMPROVED.

There is nothing that lowers the credit of a country more than the insecurity that attends such isolation as these provinces exhibit at the present moment. Who is there that will invest money in a country where he believes, owing to its weakness and isolation, its political condition may become changed in an hour, and

that all the security that he would have for investment might at any moment become entirely worthless. This is not a mere question of theory—we have evidence to guide us. There is the established fact that the moment it was made known on the other side of the Atlantic that the interests of British North America were to be consolidated, and a firm nationality created, the credit of the country immediately improved. We have now all the disadvantages of connection with Canada. Who does not know that you cannot have a vote against a Militia measure, or a raid across the border of that country, but it acts upon Nova Scotia, and our funds are affected at once in the market of the world. Yet we may not exercise the slightest influence over that vote, or any other matter which acts so immediately against our own interests. Is it not desirable, then, that these Maritime Provinces should be in a position to exercise some control over acts which so largely affect us, and in reference to which we are now powerless?

OUR GEOGRAPHICAL POSITION.

Who is there that looks at the geographical position of Nova Scotia and New Brunswick that does not feel that for us especially Intercolonial Union is a question of the most vital importance! Who is there that looks at this Province, extending into the broad Atlantic some 500 miles nearer to the parent state than any other part of British North America, but must see that it is quite impossible we can ever obtain that position Nature intended we should occupy, except through a Union of British North America, that will make Nova Scotia the great highway between two Continents. Who is there that looks at the magnificent harbors with which the Province is honey-combed, but must feel that they were not intended for a commerce we can now supply, but for the trade of a mighty nationality, of which Nova Scotia should be to a large extent the *entrepot*. Therefore, it is not strange that the public men of B. N. A., in view of facts bearing upon the trade of the country—of the effect that would be produced upon us in virtue of our geographical position—should have combined to bring about a union which must develop the common interests of the country.

OUR GEOLOGICAL ATTRIBUTES.

Look again at the geological position of this Province, and you find that if Nature has intended anything in the construction of this country, it has been that we should become a great manufacturing people. You find here every mineral and resource in the bowels of the earth that is necessary to place us in that position. You see us, therefore, occupying the same situation that Great Britain occupies on the Continent of Europe. Therefore, looking at our geological position, no public man would fail to see that under proper arrangements this Province might become a great hive of industry—the great manufactory for all British North America, if not for a much larger country. It is facts like these that brought the public men of Nova Scotia to the conclusion that they would be wanting in their duty to their country if they did not advance by every means in their power so desirable a project.

THE INTERCOLONIAL RAILWAY.

Then there is the question of the Intercolonial Railway. If this legislature has ever shown a great desire to accomplish any public