

have now without it. I admit, that with a population of four millions, there would be much greater temptation to embark in manufactures than there is; but I challenge hon. gentlemen to show me how we could compete with Canada. Can you show the place where the coal, iron, and limestone are found together in the position to be manufactured on the seaboard.

HON. FIN. SEC.—Pictou.

MR. ANNAND—I know that in the Financial Secretary's county the manufacture of iron was attempted by his friend, Mr. Davis, and it failed. He found he could import the pig iron from Scotland more cheaply than he could manufacture the inferior iron ore in the neighborhood of the Albion Mines. Although they have no coal in Canada, yet at the present day coal can be obtained at a cheaper rate in Montreal than in Halifax. Perhaps at some future time iron works may be established at Sydney, where there are large deposits of coal; but I fear, the period is yet far off. But if you think you can compete with the manufactures of Canada, who have so much the start of us, you can make arrangements for free trade now just as well as under Confederation. All that the Government has to do, is to introduce a resolution for a Conference at Quebec, and I will guarantee that the Canadians will be only too happy to second your wishes.

We have had free trade to a large extent with the States and Canada, and what have been the results. In 1864 our total imports were 12,600,000. Of this large amount Canada sent us but \$403,000, about the three hundredth part of the whole, and we exported to that country but \$330,000 worth. We took from the United States four millions worth, or 100 times our imports from Canada. We sent to them \$2,445,770, or 80 times our exports to Canada. Yet these gentlemen tell you that we are to have a great expansion of trade with Canada in the event of Confederation. I maintain, then, that it is the true policy of Nova Scotia, as of all of the Provinces to cultivate friendly relations with the United States. They are our near neighbors and natural customers.

#### OUR DEBENTURES.

Then the Provincial Secretary referred to our Debentures and said they went up at once, when the results of the Quebec Conference were known in England. But look at the facts of the case as they really exist. They did rise suddenly, not, however, in consequence of the news of Confederation, but because the bank of England reduced its rate of interest. Did not the securities of all the colonies, in every part of the world, go up at the same time? Our debentures were quoted at 94 @ 97 on the 13th October, and on the 7th November, when money was plenty, confidence was inspired, and they went up to 100 @ 102. On the 5th January following they fell to 97½, at which price business was done; the difference in price in these two quotations, arising entirely from the fact that the half year's interest was included in the quotations in November, which were payable on the first day of January. And if it is true that, in view of Confederation, our securities went up, what brought them down again; why were they as low as 88 @ 92 on the 16th March, when Confederation was

treated as an accomplished fact in England. What, but the civil war in America, which, it was assumed, might lead to conflict in these colonies?

#### INTERCOLONIAL RAILWAY.

The hon. Prov. Secretary has referred to the Intercolonial Railway, and I must admit that has always been the strong card in the hands of the Confederate party. Every person is desirous of getting that railroad, although I am not one of those who believe that the Intercolonial Railroad, as a commercial speculation, is a very desirable undertaking. I think, however, looking upon it in the light of a great highway—as a connecting link between the Provinces, and for purposes of defence, that its construction is really necessary. Such is the view of hon. George Brown, and I refer you on this point to his speech delivered in the House of Assembly at Quebec. But, says the Provincial Secretary, we have secured its construction at only one-tenth of its cost, instead of the 3½-12ths, which we would have to pay under the former arrangement. One reason why I have a strong feeling against this Union with Canada is, because I have no faith in Canadian statesmen. I remember the way we were treated with respect to the Intercolonial Railway—how the Canadian government agreed to the scheme, and put it in the form of a treaty engagement—how they went to England and violated the promises they made to the delegates from the Maritime Provinces—how they attempted to persuade the British government to look upon their share in the cost of the Intercolonial Railway as a contribution towards local defences. Mr. Gladstone made every effort he could to meet their views in reference to the sinking fund—promising to invest the amount, if they wished it, in their own securities; but even then they refused to ratify the solemn agreement which had been made between the Provinces in 1862. We are told that this Railroad is to be procured only under Confederation. But let it be remembered that that work is far more necessary to Canada than to ourselves. We have lived and prospered without it, and we can continue to do so; but its construction is to Canada a necessity. Some of their most eminent men have said, they must have the Intercolonial Railway at any cost—they must either have a Federal Union or annexation to the States. Are they obliged to have annexation with the United States? Cannot they now enter into commercial relations with us? Cannot all of the advantages they desire be obtained without the political union into which it is attempted to drag us. What was said by some of the most eminent statesmen of Canada on this subject in the debate on Confederation.

Hon. Mr. Cartier, Attorney General, East, said:—He had stated before audiences in the Lower Provinces that, as far as territory, population, and wealth are concerned *Canada was stronger than any other Province, but at the same time was wanting in one element necessary to national greatness—the Maritime one*; and that, owing to the large trade and commerce of Canada, extensive communication with Great Britain at all seasons was absolutely necessary. Twenty years ago our commerce for the year could be managed by communication with Great Britain in the summer months only. At present, however, this system was insufficient, and for winter communication with the sea-board we were left to the caprice of our American neighbors, through whose territory we must pass.

Col. Haultain, a prominent supporter of the Canadian government, expressed himself in