

\$800,000, and that there will not be any serious difficulty in obtaining the money required.

The hon. gentleman next stated that the adoption of the resolutions on the table would impose upon the country an additional burden of \$400,000 per annum for Railway interest; and on giving us his assumption that \$800,000 will hereafter be the highest amount on which we can calculate as revenue receipts, he concludes that we shall not be in a position to meet the increased demands upon our revenues. Now, sir, I assume that our revenue for at least a few years to come, will not be materially less than at present; and I found the estimate upon the increasing trade of the country, which I have before endeavored to show the house, must inevitably be the result of the large expenditures now being and likely hereafter to be made on our public works and in the development of the mineral wealth of the country. The hon. gentleman has altogether ignored this view of the question, and also the not only probable but inevitable increase in our casual and territorial revenue. We must also consider the very large increase which must take place in the earnings of our present railways on the completion of the contemplated extensions, east, north and west. Now it must be evident to the house that every coal mine opened not only represents the capital invested in its development, but gives annually an additional revenue in proportion to the extent of its shipments—just as every additional mile of railway built in connection with existing lines will throw a large additional traffic on the government work. The receipts on our roads are even now largely increasing, as every month's return shows—and I shall be much mistaken if the receipts this year will not amount to \$200,000 as against \$168,000 last year. I assume, therefore, that I may safely ask the country to base the revenue for a few years to come on the estimated revenue for the present year—and on that assumption it will not be difficult to show that even without resorting to the expedient of raising our present tariff the additional burdens could be met, and all the substantial interests of the country subserved. Indeed, was I inclined to rely upon such authority alone, I need only quote the speech of his friend the hon. member for East Halifax, who, in a speech delivered in Temperance Hall, when his object was not to depreciate the resources of his country, proved to a demonstration—if his figures be accepted as of any value—that the country could safely undertake the work contemplated by this resolution without seriously entrenching upon the other essential services of the country. The hon. gentleman has even stated the liability which the adoption of these resolutions will entail—the amount being \$312,000 with the interest on the cost of construction of the Avon bridge. This estimate will give the following result:—

Estimated Revenue for 1865. .... \$1,307,927

*Liabilities.*

Present Railway Interest. ....	\$240,000
do for N. Brunswick line. ....	112,000
do for Pictou line. ....	120,000
do for Annapolis line. ....	81,600
	<b>\$553,600</b>
Civil List. ....	63,205
Criminal Prosecution. ....	1,600
Crown Land Department. ....	14,000
Coroners Inquests. ....	1,400

Revenue expenses. ....	61,000
Judiciary expenses. ....	1,400
Poor Asylum. ....	8,000
Rations to Troops. ....	100
Steamboats and Ferries. ....	11,000
Militia. ....	20,000
Postal Communication. ....	58,750
Return Duties. ....	66,000
Education. ....	127,000
Indians and Relief. ....	1,300
Public Printing. ....	8,000
Gold Fields. ....	12,000
Agriculture. ....	6,000
Railway expenses. ....	120,000
Statistics. ....	3,000
Legislative expenses. ....	45,000
Relief of Poor. ....	8,000
Navigation Securities. ....	8,000
Public Works. ....	90,000
Miscellaneous. ....	6,000

\$1,244,455

Present ordinary Road Grant. .... 160,000 1,404,455

96,528

Leaving a balance of only \$96,528 to be made up from the increased receipts upon our railways and on the revenue derived from our coal and gold mines—or if necessary by a small addition to our tariff, which would not be felt by the people, and which they would willingly grant on advantages to be derived. It was never contemplated by any one party in this house that our public works could be largely extended without somewhat increasing our tariff, at present the lowest in America; but it is not necessary that I should now enter on that subject. One word now, sir, as to the propriety of a gentleman occupying the position admittedly occupied by the hon. and learned gentleman from Colchester, as a financier, for any purpose attempting against the facts of the case to depreciate the financial position and character of the country at a time when it is the duty of every man to further and sustain its credit. That hon. gentleman's position and talents give even false and erroneous views and assertions when propounded by him, a weight and consideration which would not otherwise attach to them, and he will be held responsible by the country for allowing his eagerness to embarrass the government to betray him into the hasty and inconsiderate statement of facts either utterly baseless or founded on mere speculation, but which may, notwithstanding, coming from such authority have a tendency to injure the public credit. His calculations to-day, sir, are somewhat on a par with those by which in 1859 he proved so conclusively that the Pictou Railway could be built at a cost to the Province of £6000 a year, and, I am sorry to say, are not a bit more reliable than that celebrated financial statement. I have thus shown that the hon. gentleman's attempt to impugn the correctness of the estimates on the table have utterly failed. I have attempted, and I think with success, to show that the large expenditure of the Government for the present year is founded upon well-considered and safe calculations of our resources, and that Mr. Archibald's attempt to play the alarmist is due rather to his desire to embarrass or injure the Government than to any fear of financial embarrassment on the part of the men who did not hesitate to embrace the Quebec scheme of 1862 for the construction of the Intercolonial Railway.

I can only say, for my own part, if it was at