

we bring a large amount of the articles we use down from Canada to Portland, thence by boat to St. John, and then by rail and boat again almost up to Canada again. How much cheaper and better would it be to bring the articles direct. Then it has been said that the railroad would be of little good for the purpose of defence. This is the first time I have heard such a statement put forth, and I think that all experience is opposed to such an idea. I regret to hear it used as an argument against this union that we should be dragged up to Canada to fight her battles. I think it a very narrow and contracted view to take of the question. Is it not our duty, as British subjects, if the enemy's foot is planted at Niagara or in Nova Scotia, to march to the assistance of our neighbors in their troubles. Again it has been said that an effort will be made to force us into Confederation. This would be direct violation of that principle of self-government which has been accorded to us. Why then put it abroad that the British Government will try and coerce us into a union against our wishes? I feel that it is my duty to raise my voice, feeble though it may be, to contradict any such statement, inasmuch as we have the despatch of the Colonial Secretary, in which it is emphatically stated that it cannot be. Then the hon. member of the Government for St. John (Mr. Anglin) insinuates that the Government have received some information that a delegation is necessary to counteract the action of schemers, conspirators, and so forth. Why not then lay the information before the House? I think such remarks are entirely uncalled for, and at any rate should not come from such a source. It is said that the leaders of Confederation were animated by feelings of selfishness in their action; but are not the opponents of the scheme as liable to the same charge? The hon. President of the Council said that Mr. Tilley had changed. Is he not as open to such an intimation as any other man in this Province? Does he undertake to say that all political honesty is concentrated in Dorchester Corner? I do not say Confederation will come in six months or in two years, but I believe it will come. If the principle of isolation and stagnation which is now upheld be a correct one, how is it that the United States has spent so much treasure and spilt so much blood to preserve their union? If it is a true principle then must we charge them with folly after eighty years' experience, and having grown to a people numbering some 30,000,000; and with consummate ignorance in doing what they have to save a Union which we pronounce to be politically, commercially, and financially disastrous. The President of the Council goes on to say that we cannot find a parallel for the action taken by us. Supposing we had done as they did in Canada, then we might be charged with striving to force the measure upon the people, but we never attempted anything of the kind.

HON. MR. SMITH.—I said that there was no parallel in history where men without any authority from the people attempted to render up the independence of the country.

MR. McMILLAN.—In the point of independence I cannot agree with him. But does he lay it down that we should not meet and mature plans for the benefit of the people? And if this be done can we be charged with forcing any measures

upon the people? It seems to me a strange coincidence that in the counties of York and St. John where the officers were opposed to the scheme that the elections were appointed to come off first. The hon. President further says that according to the amount given to roads and bridges in Canada we should only get \$15,000 for the same purpose. This was met and answered by Mr. Steadman at Salisbury, but I will show that by the eighty cents a head arrangement we should get more.

LOCAL INCOME FOR NEW BRUNSWICK IN CONFEDERATION.

Subsidy from General Gov't	\$201,000
Export Duty and Council Revenue,	90,000
Supreme Court Fees,	4,600
Auction Duties,	800
Interest on difference between real debt and assumed debt,	65,000
	\$361,800
In case the debt is increased to the amount assumed then we get \$63,000 for ten years.	
Civil list,	\$30,000
Legislative expense,	30,000
Fisheries,	700
Agriculture,	10,000
Penitentiary,	6,000
Lunatic Asylum,	16,000
Public Health,	4,800
Pensions,	1,000
Judicial expense,	8,800
Emigration,	1,000
Unforseen expense,	2,000
	\$109,300
Balance left for our Schools, Roads and Bridges,	\$251,500

This is a much larger sum than we have given this year, but in reality we have nothing to do with what Canada does; she can use her 80 cents a head as she likes. The next point is the debt of Canada. He says that she has exhausted all her means and had to fall back upon the stamp duties. Here is a financial statement of Canada. (Mr. McMILLAN here read the tables which already appear in the speech of Mr. Connell, to show the comparative position of the two countries. The debt of Canada, per head, is there given as \$20.93; whilst that of New Brunswick, per head, is \$20.91.)

This is their indebtedness per head, with their immense resources, only two cents per head difference between them and us. The hon. President of the Council says there is one railway that is going to pay six per cent. I heard him make a very different statement some time ago. Then he remarked that every passenger that went over that line cost the country \$20. I say this just to show that he too changes.

HON. MR. SMITH.—I never said that one railway would not pay six per cent. 20 years hence.

MR. McMILLAN.—I will now give the opinion of a celebrated Anti in Canada on the railway. The Hon. Mr. Rierson says:—

"Why, this Intercolonial Railway is to be built out of the funds of the Intercolonial Government that is proposed to be established, so that instead of Canada having to pay only five-twelfths of the

whole cost she will have to pay ten-twelfths. This will involve five to seven millions of dollars of an expense more than we had any occasion for incurring, for the other Provinces were all willing to have been responsible for the rest, and there is very good reason why they should. The countries to be benefited by the Intercolonial Railway are New Brunswick and Nova Scotia, but especially the former. In that Province there is an extensive wilderness with some valuable lumber limits if not much farming land through which this road will have to pass and every acre of land within twenty or thirty miles of the Road will be largely increased in value. New Brunswick would gain that advantage, while as for Nova Scotia, Halifax, its chief port, will be made an outlet by the construction of the line and will of course be largely benefited, so that they were only proposing what was fair and equitable. But in coming down with a scheme which involves us in twice as great an expenditure as was formerly contemplated, they seem not to have been satisfied unless we handed over to the Federal Government our public works. These, hon. gentlemen, are of immense value to Canada. By imposing tolls on our canals to an extent which they would easily bear and which would not prevent us carrying on the same immense trade as at present, we could readily raise half a million of dollars a year. The Welland Canal alone has produced a revenue of \$200,000 a year. Well, all such sources of income are to be thrown into the hands of the Federal Government, while New Brunswick is to give us a Railway which only pays three-eighths of one per cent. over its working expenses. This small sum, remember too, is what is paid now—two or three years after the construction of the line. But when the rolling stock get out of repairs, the rails want renewing, and other matters usual after a railroad has been some time working have to be attended to. The expenses of this line to the Federal Government will constantly increase. The road will be a drag, and I say to hon. gentlemen we are opening an account without knowing when it will be closed. By engaging in the construction of the Intercolonial Railway and the assumption of the New Brunswick and Nova Scotia lines, we are entering upon indefinite liabilities, the whole being non-paying property in which we shall find a heavy bill of expense.

Then, if not satisfied with this, we are giving a sort of *Regium donum* of \$63,000 for ten years to the Province of New Brunswick."

If I recollect well the President of the Council made use of the same argument in 1863, with regard to the payment of Railways as this gentleman does. It is clearly evident that they think they are giving us a much better bargain than they gain. I wish to put a question to the Hon. Chief Commissioner of the Board of Works, and I am sure he will answer it. All manner of insinuations have been thrown out that the leader of the late Government intended to force the question through the House; I now ask him if when the question was asked, "What was to be done," if he did not reply, "That is left to each Government to decide?"

HON. MR. HATHWAY.—The reply of the Provincial Secretary was so most decidedly. It was on the 16th of November that he told us, and Mr. Fisher, Mr. Galt, Mr.