

purpose, to persuade the people of New Brunswick to join in Confederation. The telegram to Mr. Boyd was either sent with the honest intention to carry it out, or to deceive and delude the people of St. John into supporting the hon. the Minister of Finance. And he (Mr. Weldon) did not hesitate to say that, had it not been for that telegram, the hon. the Minister of Finance would not be on the floor of this House acting the rôle of Coriolanus leading on his legions from Ontario and Quebec to crush his native Province. The hon. the Finance Minister had distinctly declared that the system of taxation would not be raised. He maintained that the promise that the taxation should not be increased was as much a consideration of their entering the Confederation as the construction of the Intercolonial railroad. This tariff, he was assured, would crush out the different interests of Nova Scotia and New Brunswick. The hon. gentleman had distinctly stated in the letter referred to, that they did not propose to increase, but to readjust, the tariff. He could well understand how, in a political campaign, in the excitement induced by the enthusiastic cheering of political supporters, the hon. gentleman might have made a misstatement, for which he might have been excused, but when he deliberately made the statement in writing he could only have made it for the purpose of securing his election in the city of St. John. The hon. member for King's (Mr. Domville) had also, at a public meeting, deprecated the idea of a rise in the tariff.

Mr. DOMVILLE said the hon. gentleman was stating to the House that which was not correct.

Mr. WELDON said the statement appeared in the public prints that the hon. member for King's deprecated the idea of a rise in the tariff, and said that such was not the intention of the Government. Then, on the 23rd August, a late member of the House, Mr. Palmer, just before the elections, said that it was intended that any duty should be placed on flour. This was the position which the question was put before them, and he asked whether it was in accord with the tariff that had been brought before the House? With regard to the

question of flour, the Finance Minister, the other evening, said that he expected to draw a revenue of \$250,000 from it. He desired to show how much the Provinces of New Brunswick, Nova Scotia and Prince Edward Island would have to pay of the additional duty on breadstuffs. Last year, New Brunswick and Nova Scotia imported 148,000 barrels of flour; of Indian corn, 172,684 barrels. Nova Scotia imported 76,000 bushels of corn, and New Brunswick, 22,315; Prince Edward Island imported 84,500 barrels of flour, showing that the duty on breadstuffs would be \$160,000 for those Provinces alone. With regard to anthracite coal, Nova Scotia and New Brunswick would import 32,000 tons, on which \$16,000 would have to be paid by them towards the revenue of the country. So the revenue on breadstuffs, together with the revenue on coal which would be paid by the Maritime Provinces, would amount to six per cent. of the whole deficit. His hon. friend from Queen's, the previous evening, had undertaken to show by facts and figures how the tariff would affect the lumbermen and farmers of the Maritime Provinces; but there was another very important interest—an interest upon which rested the prosperity of the Province of New Brunswick and Nova Scotia. He alluded to the shipping interest. Years ago they were merely hewers of wood. They built their vessels for the Liverpool merchant, and did not make any progress commercially; but, when they became shipowners, the country rapidly increased in prosperity, until, at this time, the total tonnage of vessels belonging to the ports of the Maritime Provinces, was 1,114,000 tons. Now the shipping interest was to be protected by a draw-back, but they would not be able to obtain that until the vessel was ready for use. In regard to the articles required for the construction of ships, he pointed out that the French Veritas and the English Lloyd's required vessels to be built of a certain class of goods—pitch pine, which was brought from Georgia. That wood had been largely used in the construction of that vessel, because it was necessary for the higher class. Scarcely had the tariff been printed before he had received a letter on the subject from a gentleman