

of her own bonds, and is pushing forward her local Railways as rapidly as her resources allow. Already she has put one hundred miles under contract, one fourth of the whole is in operation, and the remainder approaches completion.

Of these lines, the only part available for the Inter-Colonial Railway, is the section between Halifax and Truro. From Truro to the New Brunswick border, the Inter-Colonial line presents less prospect of remunerative return, and would not be undertaken by the Province without aid, and unless to connect with Inter-Colonial Railways. Still Nova Scotia is not insensible to the position she occupies on the foreground of British America. For Inter-Colonial and Imperial purposes, she is willing to make sacrifices which commercial considerations alone would not justify. She will construct a road which, but for these considerations, she would not venture upon, if Great Britain will enable her to do so; she asks no contribution, though she believes the Imperial Government might well give it. What she does ask is, that her bonds for the expenditure from Halifax to the New Brunswick border shall be guaranteed by the British Government, and the Province be thus enabled to borrow, upon the most favorable conditions, the amount she requires; and she will engage to construct and to maintain and work the road throughout that distance, on the account, and at the risk, of the Province.

The guarantee asked involves no risk.

The Province of Nova Scotia is advancing in material prosperity at a rate which will compare favorably with any part of the Western world.

Her taxes, the lowest in the world,—her revenue has always been equal to her requirements, and is rapidly increasing. From 1849 to 1854, with no material alteration in imposts, the revenue doubled in amount.

The population increases at a rate nearly equal to that of the whole United States, and much greater than that of the States immediately contiguous to our border.

Insular in its position, Nova Scotia largely engages in maritime enterprises. Her coasts, skirted by fisheries, the best in the world; her bosom, filled with enormous deposits of coal and other minerals, not to be found on the sea-board of the United States, the natural habits of a maritime population have, in these sources, unlimited scope for enterprise; while in the interior of the country, large tracts of the best land for farming purposes, reward the industry of an agricultural population, not inferior in enterprise to any similar class in any part of the world.

Nova Scotians may, with some pride, refer to the various sources from which the prosperity of their country springs; and we allude to it now, and dwell upon it, because we wish the British Government to understand that we will incur no debt that we are not able, as well as willing, to pay, and to show them that what we now solicit, may be safely granted: to us the boon will be large, but they may confer it without loss, and without risk.

The course of events since 1851 has not weakened the claims of the Colonies, or diminished the obligation or interest of the Imperial Government to extend assistance towards the object in view.

Within that period, all the three Colonies, and especially Canada, by embarking largely their own resources in Railroad enterprise, have earned a right to seek assistance which they did not possess before; while, by this absorption of their own resources, they have diminished their ability to accomplish this great work.

Under no circumstances would they enter without assistance upon the construction of an Inter-Colonial Railroad from Halifax to Quebec. Neither of them, if possessed of the means, have a sufficiently large inducement, or separate interest in the undertaking, to justify encountering its hazards and burthens; and, were it otherwise, a work so large, and of so little remunerative promise, is beyond the compass of their own largely taxed resources.

Hence, it may be truly assumed, that if the British Government do not afford essential