

Lord Durham, and which was designed to form a back-bone for the North American Provinces, and to open up large tracts of waste land to Colonization; we answer—

Show us that Her Majesty's Government seriously entertain that project; that they are prepared to go down to Parliament and demand that it shall be realized, and Nova-Scotia will at once honourably redeem the pledges which, in anticipation of what she conceived to be the Imperial policy, were recorded upon her statute book.

However the question may have changed its aspect, Nova-Scotia will not swerve from any line of inter-colonial policy which the Parent State regards of paramount importance.

But the question has changed its aspect. Whether Canada, with its Railway lines, connecting Montreal and Quebec with the sea, *via* Melbourne and Portland, and which will, by the completion of the line now proposed through the cultivated parts of New-Brunswick, unite both these great cities with Halifax, by distances severally of 825 and 865 miles, will be disposed to embark funds in another, through a comparative wilderness, remains to be proved.

Nova-Scotia, whatever may be the predilections of the Imperial Government, or the determination of Canada, possesses this advantage: the line which she proposes to construct through her territory, must be a common trunk-line for both the Portland and the Quebec Railroads, whenever these are completed.

Nova-Scotia cannot be wrong in constructing her 130 miles. If the Portland Railroad only is built, she is content to share the fortunes of that enterprise. If the British Government prefer, and choose to aid the work originally proposed, Nova-Scotia will either pay her contribution, already pledged, or she will make that portion of the common line to the St. Lawrence which passes through her territory.

We hope to see both lines finished. One continuous Railroad communication with the great rivers and lakes of Canada, or with the principal Cities of the United States, would give an impetus to the social and material prosperity of Nova-Scotia, which her people anticipate, in confident reliance upon their own resources and on the bounties of Providence. Give them both, and the trunk-line through their Country must become a source of prosperity to the Province, to its Government,—only to be paralleled, in the history of the New World, by the celebrated Erie Canal.

But, my Lord, it may be urged that the Parent State has many Colonies, and that she may be embarrassed by other claims of a similar nature, if this is granted. Admitting the soundness of the objection, I respectfully submit that it comes too late. The British Government has already established the precedents of which Nova-Scotia would claim the benefit. The Grants to Canada have been already referred to. In 1848, a Law was passed by Parliament, guaranteeing the interest required on a loan for the public works of the West Indies and the Mauritius, including Railways.

But we humbly conceive that no general rule of this kind ought to apply, even if the exceptions to which I have referred did not exist. The Government of England does not place a Light House on every headland, nor maintain a Garrison in every English Town. It does not build a Dockyard in every County, nor in every Colony. The prominent points of the sea-coast are occupied for commercial security, and the most commanding positions for the preservation of internal tranquillity and national defence.

Gibraltar is a barren rock, yet millions have been expended in its capture and defence. Bermuda, in intrinsic value, is not worth a single County of New-Brunswick, yet it commands the surrounding seas, and is therefore occupied for national objects.

In like manner, I would respectfully submit, should the commanding position of Nova-Scotia be appreciated, occupied, and rendered impregnable—not by the presence of fleets and armies—but by inspiring its people with full confidence in the justice, magnanimity and wisdom of the Imperial Government—by promptly securing to the