

works, deducting which, and reducing the road and bridge service to the sum granted in 1865 (*vide* Paper Z), a saving of £49,000 sterling might be effected, leaving money enough to provide as liberally for Civil Government, Interest on Debt, Militia, Education, and other public services of the country as by the Estimate of 1866. And this result is obtained without following the Canadian example of heavy imposts on British and other goods, or by the adoption of Stamp Duties, Taxes on Newspapers, and Taxes on the Bank Circulation of the Province.

But, then, it may be objected that no provision is made in the above statement for that portion of the Intercolonial Railroad which is fairly chargeable against the Province of Nova Scotia. Assuming the public moneys should be expended on the Canadian principle—representation by population—Nova Scotia will perform her fair and full share of the obligation if she constructs that section of the Railway which lies within her own border, a distance of seventy miles, between Truro and the frontier of New Brunswick. This she was under contract to do in 1865, at an annual charge of £24,000 sterling, a contract she is still prepared to carry out, if released from Confederation, without Imperial aid or guarantee. This charge could be met in a variety of ways, until the Revenues of the Province come up again, as they are sure to do, from the natural increase of population and the rapid growth of income from her coal and gold mines, should the Reciprocity Treaty with the United States be renewed. A tax of one per cent. upon Imports, to be taken off when the Revenue came up, would give nearly all the money required; or the deficiency might be made good by temporary loans; and even a reduction in the local expenditure would be cheerfully submitted to by the people, for a few years, to carry out existing engagements and uphold the long and well-established credit of the Province.

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