

speculation for the country? The Government at Ottawa will not possess a single inch of land in Canada, New Brunswick or Nova Scotia, but they will have a Land Department for the management of their superb possessions in Newfoundland? Is it imagined that if the public lands of that island had been of any value, they would have been given up to the General Government for any amount? No, the fact is that these lands are utterly useless for cultivation, that the whole island does not produce hay enough for the town of St. Johns, and that every year large quantities of it are imported. I know a farmer in Three Rivers who has sent cargoes of hay to Newfoundland, and who is now only waiting for the navigation to open to send more—and these are the lands which it is proposed to buy for a fabulous price, in order to induce that province to come into the Confederation. (Hear.) But there is also another matter for consideration with respect to this arrangement regarding the public lands. I am of opinion that it is more advantageous to the progress of colonization of our wild lands that they should remain in the hands of the present Government, rather than come into the possession of a local government, which might, perhaps, be obliged to maintain itself by direct taxation; for in that case the very uttermost farthing due on these lands will have to be collected. In a country like Lower Canada, with its rigorous climate, colonization must be aided and encouraged if reasonable progress is demanded. In that view the Government have made free grants, and have remitted many claims for interest on the public lands. Had they not done so, the population in certain sections would have been forced to leave the country. Remissions and free grants will disappear with the appearance of direct taxation. I am opposed to the scheme of Confederation, because it is most unjustly proposed to enrich the Lower Provinces with annuities and donations, to persuade and induce them to enter into a union which will be injurious to all the contracting parties. I am opposed to the scheme of Confederation, because the division of the public debts of the several provinces has been made in an unjust way, and because no portion of these debts ought to have been imposed on the local governments, which, in the event of the union, ought to have begun anew without being burthened with debt. I am opposed to the Confederation, because I foresee difficulties without number in relation to the concurrent powers on several points conferred on the general and local governments. Col-

lisions on these points will always be settled in favor of the stronger party, to the advantage of the General Government, and to the detriment of the often just claims of the different provinces. I am opposed to Confederation, because the premium offered to New Brunswick is of a most extraordinary character. It has been agreed to pay her \$63,000 per annum for ten years. The sum to pay this will have to be borrowed every year. Interest will have to be paid upon it, so that at the expiration of ten years the Confederation will have paid to New Brunswick:

Capital	\$630,000.00
Interest on capital	105,000.00
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	\$735,000.00

And what will it have received in exchange? Nothing whatever! For the sum agreed to be paid to Newfoundland there is at least a semblance of direct compensation in the cession which it makes of its barren lands. But in the case of New Brunswick, there is nothing to be got from her for these \$735,000, on which interest will have to be paid long after the ten years have expired. (Hear, hear.) And that is not all; we are to pay interest to New Brunswick, at the rate of five per cent., on \$1,250,000, for the difference between her debt and that of Canada in proportion to their respective populations. (Hear, hear.) I am opposed to the scheme of Confederation, because it has been agreed to construct the Halifax Railway without a notion of what it will cost, and at a time when we have already as much to pay as our resources can bear, without plunging into ruinous and unproductive enterprises of this kind. There is no exaggeration in the statement that at least \$20,000,000 will be required for the execution of that enterprise. Of what use will it be? Doubtly useless in a military and in a commercial point of view. We are not in a position to undertake it for the mere pleasure of having a road which will place us in direct communication with the sea over English territory. What would the Intercolonial Railway be worth in a commercial point of view? In summer we have the St. Lawrence, which affords means of communication much more economical in their nature than any railway. In winter, without taking into account the difficulties caused by the vast quantity of snow which falls between Quebec and Halifax, is it supposed that there will be many travellers who will adopt that route, six hundred miles in length, to reach the seaboard at