

In 1839, the State of Maine called out its Militia to overrun the Province of New Brunswick. Nova Scotia, though not directly menaced, promptly tendered her entire pecuniary and physical resources in vindication of the national honour. She had no direct interest in the boundary question. Not an acre of her soil was menaced, yet she did not hesitate to tender her means, and set an example of loyal unanimity, much wanted on the continent at that moment, and which, had war commenced, could not have failed to have drawn it into her bosom. Yet now, the people she would have fought tender their co-operation to make a great national highway across her soil; and I submit, with all deference, my Lord, whether the Sovereign, whose honor she was prompt to vindicate, should be advised to refuse her aid, and view with unconcern the probable construction of such a work in our very midst, by foreign capital, to be subject to foreign influence and control.

When the storm blew from Maine we wrapped our loyalty around us. Who can tell what may happen, should the sun of prosperity shine from that quarter, and coldness and neglect appear on the other side?

England would not allow foreigners to control a great line of Railway reaching from Dover to Aberdeen. Should she permit them to control 350 miles of Railway through Nova Scotia and New Brunswick?

When the French propagandists menaced Belgium, the Belgian Government controlled the Railways. The invaders were ambushed and overpowered; and through all the convulsions of 1848—1850, Belgium has remained tranquil and secure.

When the mob of Montreal seized upon the capital of Canada, the Electric Telegraph was in their hands. The wires were used to communicate with partizans above and below, by which Lord Elgin was seriously compromised, his Government having no assurance that their secrets were kept or their messages delivered.

But my Lord, it may be asked, why should foreign capitalists make and control this road? Why may this not be done by the colonists themselves? Because,—

1st. Capital is more abundant in the United States (most of which have borrowed largely from England) than in the British Provinces.

2nd. Experience of Railway enterprises, and confidence in them, are more general in that country.

3rd. A body of Railway engineers, contractors and operatives, already formed in the different States, seek further employment, and will take much stock in payment, if employed.

4th. The interest of most of the lines south and west would be promoted by extension. Not only would Europeans, now reaching the Central States by Sea, travel by Rail, if this were laid, but the population of the Provinces, who rarely go south or west, for want of facilities, would, by the aid of the European and North American Railroad, be let in on the western and southern lines.

5th. The national importance of controlling this Railroad will induce Americans to embark in it. The Electric Telegraph across Nova-Scotia was no sooner completed, than American Merchants and speculators in cotton and corn would have bought it at any price. In peace and war the command of the work now proposed would give them great influence. No single association in the two Provinces would wield so much. If they built the trunk line they would ultimately control the branches. The constant employment of their own people would lead to the diffusion of Republican sentiments; and no Nova-Scotian, or Inhabitant of New-Brunswick, would deem it worth his while to attempt to counteract tendencies to which the Mother Country seemed indifferent, and which he saw must inevitably lead to but one result.

Should it be objected, my Lord, that to comply with the request preferred by Nova-Scotia, would be to delay or peril the completion of the great Railway projected by

Lord