

If she will only give them *responsible government*, or the right of self-government her people can enjoy an amount of practical freedom, with a relief from taxation, beyond what are known to any other people. Still they must and will have free trade with us. Shut out from the markets of Europe by their geographical position, they require to trade with the United States. This we are disposed to grant to the fullest extent, on terms of *entire reciprocity*.

Their natural products are wanted by us, and they in return can more easily and cheaply buy of us, whatever they require from abroad, than from any other people. It is this feeling which brought the Portland Convention together. It is this feeling that now controls the public sentiment of N. Brunswick. It is this that led the Legislature of N. Brunswick to say with an unanimity unparalleled in her legislation, by the Resolutions of April 5, 1851, that she "cannot adopt the plan suggested in the correspondence between the Hon. Mr. Howe and the Right Hon. Earl Grey, accompanying His Excellency's Message; and is not prepared to pledge the public credit, or the future resources of the Province, further than is set forth in the address before mentioned, towards building the Great Trunk Line from Halifax to Quebec."

Her Facility Bill will enable her to build from St. John to Calais. But if she requires assistance, because that measure is withheld—or because her patriotism may be tempted by the offer of Imperial assistance, or her representatives tampered with, by mercenary appeals made through the pocket,—there is still left the opportunity of carrying forward the work under the broad and liberal character already secured.

The people of the United States will not allow this opportunity to pass unnoticed; and when our brethren of New Brunswick shall lay the claims of their road before the people of the United States, they may rely upon a favorable response.

The proceedings in Nova Scotia forcibly illustrate the influence of colonial ideas and opinions. A habit of dependence operates upon a community in the same manner, and to the same extent, as upon individuals. A feeling of self-reliance and of self-respect is essential to all true success. It is the want of this in Provinces that is fast changing the relations between their people and our own. It is by the man of resolute will, of determined purpose, of decided action, that difficulties are overcome, obstacles removed, and success made sure. The same thing is as true in reference to communities as to individuals.

How well this principle has been illustrated in the history of the Portland and Montreal Railway! Had the money for that great work been furnished by British capitalists, or by capitalists elsewhere, the influence of the enterprise upon our people would have been vastly different from what is now felt among us.

With a population less than Halifax, and much less wealth, the city of Portland boldly pushed her Great Railway toward Montreal, encountering the severest competition that has ever been known, from a neighboring city. Our efforts in this behalf have summoned from ourselves an energy greater than has yet been shown by any people, and we are now accustomed to grasp with readiness, and accomplish with ease, what, with our former notions would have been impossible of attainment. It is the change in the habits of mind in the views—in the pursuits, of our people that shows the most marked results in the efforts toward carrying the Railway to Montreal. The returns will be an hundred fold greater to our city, from the investments in that work, than if the money had come to us without exertion, or been furnished with a liberal and profuse hand by others.

This experience of ours, should not be lost on the Provinces. They cannot hope for reasonable success by shirking the labor of raising the money principally from among themselves. I have an abiding faith that to this condition will they come at last.

The Colonial policy of Great Britain is in a fair way to be tested. The ill-