

facturing industry and open our commercial interests with our fellow colonists, we must be content largely to forego the great material advantages which nature had bestowed. Union has now given us a population of four millions instead of four hundred thousand.

As regards the extension of our commerce it is well known that the ablest politicians expended their best efforts in a vain effort to extend commercial intercourse between the different provinces. They failed because free trade involved the principle of union under one government which alone could secure a common tariff. If we wish to estimate what free trade with each other will do for us, we have only to look at its effect in other countries.

Sir Charles Tupper speaking in 1867, said:

I admit frankly that the Union party have been thoroughly and handsomely beaten at the recent general election in Nova Scotia, but I am happy to be able to relieve this House from the apprehension that an overwhelming majority of the people of that province are determined to obstruct and break down the union which has been formed.

My hon. friend, Mr. Howe, at a large meeting at the Masonic Hall, Halifax, previous to the election said—"Let us hope that the Canadians will act justly, if they do, we should aid them to work the new system fairly." Howe said that what they wished for Nova Scotia was that she might be the frontage of a mighty colony upon which, it may be truly said, the sun never sets. No man can look upon Halifax and its environs, its harbor, its citadel, and say it was made for this province alone.

The Hudson bay territory includes two hundred and fifty miles, throwing aside the more bleak and inhospitable regions. We have a magnificent country between Canada and the Pacific, out of which five or six provinces can be formed, larger than any we have and pressing to the end of industry and to the eye of speculation for variety of soil, climate and resources. With such a territory as this to over-run, organize and improve, think you that we shall stop even at the western points of Canada or even on the shores of the Pacific? Vancouver island with its vast coal measures lies beyond the beautiful islands of the Pacific and the growing commerce with the ocean are beyond populous China and the rich East are beyond. The sails of our children's children will reflect as familiarly the sunbeams of the South as they now brave the angry tempests of the North.

The Maritime provinces which I now address are but the Atlantic frontage of this boundless and prolific region—the wharves upon which its business will be transacted and beside which its rich argosies are to lie. Nova Scotia is one of these. Will you then put your hands unitedly with order, intelligence and energy to this great work?—Refuse and you are recreant to every principle which lies at the base of your country's prosperity and advancement; refuse and the Deity in writing on land and sea is to you unintelligible language; refuse and Nova Scotia instead of occupying the foreground as she now does should have been thrown back, at least behind the Rocky mountains. God has planted your country in the front of this boundless region, see that you comprehend its destiny and resources; see that you discharge with energy and elevation of soul the duties which devolve upon you in virtue of your position."

That, Mr. Speaker and hon. members, was the glowing word picture drawn by Sir Charles Tupper, in order to placate the hearts and minds of the people of Nova Scotia and New Brunswick that they were doing the right thing in coming into confederation. I am convinced that Sir Charles Tupper in his heart

believed in confederation, and he felt that as the great West and the rich mineral province of British Columbia developed, we in the East, with the port of Halifax unequalled or unsurpassed by any ports in the world, would also develop, and that the great agricultural products from the West and the production of industry in Ontario and Quebec would flow down to the Maritime provinces over our Intercolonial railway and pass out of our port—the eastern gateway—to the markets in all parts of the Empire and to foreign lands. But I regret to say to-night that our hopes in that respect have not been realized.

We in Nova Scotia are feeling to-day the pinch of hard times; but these hard times are not due to the government or to the inaction of the government of this country. Conditions exist over which the government to-day have no direct control, but I believe, Sir, now that we have co-ordinated these great transcontinental systems of the country, with that great personality, combining high character and technical ability, Sir Henry Thornton, placed at the head of them, we are going to see a different state of affairs in the Maritime provinces. I speak more particularly for the province of Nova Scotia. Sir Henry Thornton's handiwork is already shown in our province, amongst our working classes, and I propose to place before this House and the country to-night at a little later stage some facts which will back up the statement I have made in reference to him. We were told by hon. gentlemen opposite, when in power, when they undertook to purchase the railway systems of Canada and to co-ordinate and organize them into one great system, that the politician should take his hand off the road, and that the government should have no direct relations with the board of management of that great National Railway system. That was the attitude of the late president of that system, Mr. Hanna, and his assistants. When we had our difficulties in the East and approached him in reference to them he stated in the city of Montreal that all his troubles were east of Montreal. It was felt that he did everything he could for central Canada, particularly that portion radiating from the city of Toronto, and that he cared very little at all for the future interests of the Maritime provinces. I do not say that unkindly of Mr. Hanna, but I think his vision was somewhat circumscribed by the environment in which he had lived so long, together with the late Sir William Mackenzie, Mr. Z. A. Lash and Sir Donald Mann. But, Sir, that now is by the way. I believe that Sir Henry