

the neck to Canada, and thinking of my country thus helpless, powerless, and prostrate at Ottawa, with a Representation of only nineteen in a Parliament of 194, the exclamation rises from my heart—"God help the little fellow." Sir, round me sit the men to whom the constituencies of Nova Scotia entrusted her Constitutional rights—her interests and welfare—to whom she, for four years, bared her neck—is there—can there be one among us who will help to fasten upon that neck, this chain prepared by the delegates? No, let us rather keep sacred that trust—let us rather go back to the people, and learn of them at the polls their wishes on this great question, lest in after years they have just reason to execrate our memories—lest they pray Heaven to strike palsied every hand that touched, to fasten, a rivet of that chain.

I come now to financial terms of this scheme of Union. The delegates have adopted at Quebec a scale, and arranged the debt of the Provinces pretty much as they did representation: upon a plan of population irrespective of the incomes which the Provinces possessed. It seems to me at the very outset, the hon. delegates laid down the wrong principle; instead of arranging the debt according to population, they should have looked at the incomes—at the revenues, and funds, what each had in the treasury. If a gentleman should propose to form a partnership with another on Granville street, what is the first question that is asked? The amount of income—not how many persons are to enter the partnership.—Taking it upon this ground, little Nova Scotia, as represented by these gentlemen, has not received justice. Canada is allowed to come into the Confederation with a debt of \$62,500,000, Nova Scotia with one of \$8,000,000. Now, in the year in which this arrangement was made, the income of Canada was \$5,884,594—whilst that of Nova Scotia was \$861,989—in both cases derived from the Customs and Excise. According to that income of Canada, as compared with that of Nova Scotia, she would only be entitled to come in with a debt of \$54,000,000. But the hon. gentlemen should not have taken the present income only into consideration. They should have considered that under Confederation we shall be placed on the same tariff. It has been ascertained by close calculations, that under the Canadian tariff, Nova Scotia's revenue would have been \$1,339,514. Taking it upon this basis, if we were allowed only 8 millions, Canada should have only \$35,425,507 or reversing it, if Canada is allowed \$62,500,000 Nova Scotia should have been allowed \$14,107,330. By adopting the principle of income instead of population, it would have given us over six millions more than we are to have under this agreement.

Neither have we received justice in respect to the quality of the debt. Very nearly the whole of the debt of Nova Scotia has been created by the construction of a Railway, and we

have been told time and again by those delegates, that as soon as we get our railway system completed, our road will be a paying property, and in reality be no debt at all. It is very different with the debt of Canada. In answer to a question put by the hon. member for Halifax, the hon. Prov. Secy. laid on the table a financial statement, containing the debt, income, &c., of Canada, issued by Mr. Galt. At the dinner given last autumn to the Canadian delegates, the hon. Prov. Secy. told us, Mr. Galt had the power of making a deficit of a million appear a surplus of that amount. I must confess, looking at the paper before me, there is a great deal of truth in that remark. In this balance-sheet we find the whole liabilities of Canada are put down at \$76,223,066.65. This, however, is so balanced, even to the last five cents, that we are almost led to believe that Canada in reality does not owe a dollar. But on examination, I find to make that balance they have put down at cost and accumulated interest all the public buildings, bridges, roads, harbors, light-houses, canals, railroads, &c., of the country. Now, if we put a valuation upon all our roads and bridges, our public buildings, Shubenacadie and St. Peter's Canals, Arisaig Pier, Parrsboro' Snag, and similar property, we should far overbalance all our indebtedness, without touching the railroads. I have examined the financial returns of Canada, to see the actual net income of the property claimed in this balance-sheet, and I find the net income from over seventy millions of it is only \$471,461, which represents a capital of less than eight millions, leaving about 62,000,000 dollars from which no available profits are derived. The principal sources from which any income is derived are the Canals and Municipalities. We have the Railways put down for loans and interests unpaid at something like \$30,000,000. It will be perhaps in the knowledge of the House that in 1857 the Grand Trunk Company came to the Canadian Parliament and said: We cannot proceed further, and we wish you to give up your claim on our lines—just as the Shubenacadie people asked us to give up our lien on that undertaking. The Legislature, instead of giving up the claim entirely, consented to give up the first lien and allow new shareholders to come in,—the Province, then, to hold the third position. In consequence of this arrangement no interest is paid, and the accumulation is now \$9,602,000. Those who know anything of the management of these great public companies will perceive, that after working expenses and the interest to the first two sets of bondholders are paid, the Government will never receive a cent of interest upon its loan. Again, there is the Municipal Loan Fund debt, amounting in principal and interest to \$12,890,837—very much of which has been fruitful of the greatest possible political corruption, and will never prove an available asset. Some of the municipalities