

will curtail our imports, and consequently injure the carrying trade of the Province. A leading journal in this city, supposed to be the government organ, spoke a few days ago of these provinces having each its own small government, small legislation, small currency, and small tariff system. Mark the words, "*small tariff system*"! How disgraceful, that our ad valorem rate is only ten per cent, while that of Canada is twenty per cent! What do the trading classes of Nova Scotia say to that? Of course we shall be promised that only a slight increase shall take place in our taxation, but every one knows how the plea of necessity can be used. If we once relinquish the control of our own purse strings, we shall never recover it.

The *third* reason for an immediate federation, is the building of the railway from Truro to Riviere du Loup, and the construction of the line is held out as a bait to draw us into the scheme. It is boldly asserted that the road never will be built, unless we join the union, and many men who were inclined to oppose the federation, have been heard to acquiesce in it as the only means to obtain the railway. But, on reflection, it will perhaps be granted that this railway is to be of more importance to Canada than to us. If an anxiety on account of the growing strength of a neighboring power really exist in the upper provinces, they assuredly will not long refuse to enter into arrangements which will give them a connection with the Atlantic, through British territory. Whether is it more important for us to have access to Western Canada in the winter, or for the inhabitants of that country to have free access to an Atlantic port?