

railways, and five or six sections more, with equal right, claim the same privileges.

At present, each of these Colonies is sending one-third of their revenues, annually to Great Britain, in payment of interest. If New Brunswick completes the line from Shediac to St John, to the boundary of Maine, and also from Shediac to the boundary of Nova Scotia; and if the latter Province builds a line from Truro to New Brunswick, and from Truro to Pictou, then, each of these Colonies will have doubled her liabilities.

Suppose we complete these lines, how are we to raise the additional means of paying the interest? To impose a higher tax than we now pay would be impolitic; we are already taxed to the highest taxation point that a country with 1,500 miles of sea-board will submit to, without resorting to illicit trade; in such case, it would require all the additional revenue that would arise, to prevent smuggling. Notwithstanding the large expenditures that have been made in these Provinces in the construction of railways, their revenues have not increased thereby. The revenue of New Brunswick was higher before we commenced the construction of railways, than it has been since they have been in operation. Whatever has become of the large amount of money expended, our revenues are low, and money is remarkably scarce throughout the Provinces.

Our roads, bridges, schools, and public works of every kind, are far behind, in consequence of this heavy drag upon our revenues. Public men may think, because we give a few pounds for the advancement of the public interest in this respect, that we are keeping pace with the wants of an increased population; we are satisfied it is not so; we are satisfied that the real interests of both these Provinces are not encouraged as they should be. For example, take Prince Edward Island, without a foot of railway; but what is far better for a new country, almost every square mile of this Colony has its public roads, which is not the case in the other two Provinces. Within the boundaries of these Provinces, half a dozen colonies, each as large as the Island, might easily be located, without a road near them.

Heretofore, the farmers of Prince Edward Island have been obliged to ship their surplus produce to Newfoundland, the States, and other places at a great risk and expense; at present they can have their produce into the markets of St. John in twenty-four hours from the time it is landed on the wharfs of the Island. Indeed, they can afford to sell their farm produce in the St. John market cheaper than the farmers of New Brunswick can do, except those farmers situated in the vicinity of railway stations. And when Nova Scotia constructs a line from Pictou to Truro, Prince Edward Island will have equal access to the Halifax markets also.