

that we should stand behind our country first and foremost, we are branded as disloyal, we are held up to ignóminy, and we are criticized to such an extent that even some of our own followers begin to believe it after a while. But our first duty is to Canada. The tie that binds us to the Motherland today is a tie of sentiment, a tie of love because of her looking towards us, and because of her protection during those many years. We have been the brightest gem in her diadem, and if that is so, then it must be that we to-day must consider first the future of Canada, and afterwards that of the Motherland and all parts of the British Empire, because she as the mother of nations is well able to look after herself, and we as one of her children are growing into nationhood, and that nationhood cannot be kept back from us; it can only make us stronger and greater, to be a bulwark behind her in the future, as she has been behind us in the past.

What, in 1860, did Sir Charles Tupper say in reference to the reciprocity pact incorporated in the treaty of 1854. He said:

The Reciprocity treaty has undoubtedly largely benefited both the provinces and our American neighbours. The proposal to abrogate that treaty, although mooted in the States is not very likely to be seriously entertained by a country whose trade with the British North American colonies, has, under its influence more than trebled within four years, having risen from sixteen millions in 1850 to sixty millions in 1856; employing a tonnage of over three and a half millions of tons upon the lakes and the Atlantic coast, half of which belong to the States. The evidence that these colonies are destitute of all influence with the Imperial government lies around us in thick profusion. Never were the interests and feelings of subjects more trifled with than have been ours in a question of the most vital importance.

Away back in 1860, seven years before confederation was realized, did Sir Charles Tupper work, did he argue, did he plead for the building of the Intercolonial railway in order that interprovincial traffic might move between Upper and Lower Canada and the Maritime provinces, perhaps in a union less than the confederation we have to-day, and that is the reason why we in the Maritime provinces still hold to the principle that later under the terms of confederation, under section 145 of the British North America Act, guarantees were given us that the Intercolonial railway would be built from the city of Halifax to a point on the St. Lawrence river, in order to open up avenues for transportation, and to give us in lieu of our coast trade relations with the United States, where our traffic was water-borne, the markets of central Canada, and of western Canada also as that country grew and developed. I submit that that section in the British North America Act

carried with it an inference that the rates over the Intercolonial would be such as to permit us to get into the competitive markets of Canada, both in central Canada and in the West as that country grew and developed. That, Sir, was the keynote of our entry into confederation, and I intend a little later to deal with the question as to how far the feeling in connection with this particular subject has been met with sympathy by the governments of this country.

Sir Charles Tupper goes on to say:

The night of darkness that now enshrouds the prospects of these provinces in connection with their railway operations will be but the harbinger of a bright and glorious morning of advancement and prosperity and in a brief period we shall possess a continuous line extending from Halifax to Windsor, opposite Detroit.

Our climate is more healthy than that of England; the fertility of the soil is unsurpassed by her; our geographical position, relative to the new world is the same as she occupies to the old; our equally magnificent harbours presenting the same facilities for commerce; while the iron, coal and limestone—the possession of which has rendered her the great manufacturing mart of Europe—here abound to any extent in close proximity and of the most excellent quality.

Who can doubt that under these circumstances, with such a confederation as these five provinces, to which at a future day the great Red river and Saskatchewan country, now in possession of the Hudson's Bay Company, and British Columbia, will be added—as would give us the political position due to our extensive area, our resources and our intelligent population, stretching from the Atlantic to the Pacific, would in a few years exhibit to the world a great and powerful organization, with British institutions, British sympathies and British feelings.

When the day came for the actual bringing about of confederation, there was in our little province of Nova Scotia a champion of a cause other than that of confederation, and he was a champion worthy of his adversary's steel. It was the Hon. Joseph Howe who was being carried away from the paths that led to confederation. And when we of this new school look back at those days in the light of what has happened we wonder whether or not Mr. Howe was right in regard to certain matters. If he was, then we were wrongly forced into confederation—as was said by my hon. colleague the junior member for Halifax (Mr. Black)—at a time in 1867 when the people were not permitted to vote upon the issue. That is the testimony borne to this fact by my hon. friend, and he does not belong to my school of thought or to the party to which I owe allegiance. To continue my quotation from Sir Charles Tupper:

He made much capital—

That is Mr. Howe—

—out of my failure to submit the issue to a vote of the people, claiming that they had been dragooned into