

The Provincial Secretary told us we get it on terms never dreamed of. I have looked on these terms and summarized them, just as the hon. member for South Colchester did the indications of war, and the conclusions I have come to is, that the Provincial Secretary was right in his expression. 1st. *We surrender the entire control of the constitution of this country.* 2nd. *We endanger the harmony existing among us as fellow colonists by bringing our diverse interests into conflict.* 3rd. *We reduce our local expenditures for roads and bridges to a large amount or supply the deficiency by direct taxation.* 4th. *We subject ourselves to the annoyance and tax of the stamp act.* 5th. *We surrender to Canada the power to tax us to any extent that their extravagance may render necessary; and which I have shown you will be in the outset \$782,560.* 6th. *We must pay our proportion of all expenses entered into by the general government.* I have shown you some of the new expenses which are incident on the first formation of this government; but it is not to be supposed that the engagements entered into by the general government will rest here. We have been told that one of the conditions upon which the Canadians agreed to build the intercolonial railway was that they should have western extension and enlargement of their canals. You will understand that the Canadians find that their canals are not answering their anticipations. The returns of 1864 show that there has been a large decrease in the earnings of the Welland and St. Lawrence canals. In the Welland there is a decrease of 12½ per cent., and in the St. Lawrence canals 33 per cent. In the report of the Commissioner of Public Works he says, to make them remunerative they must be enlarged to allow the passage of vessels 800 to 850 tons burthen; which will require an enormous expenditure, as they have now a depth of water of only about nine feet deep. Now, the enlargement of these canals, and the opening up of the north-west, were the conditions in connection with the construction of the intercolonial railway. Mr. Brown in his speech gives the Canadians the strongest possible assurance of this, he says:

“But this question of immigration naturally brings me to the subject of the great Northwestern territories. (Hear, hear.) The resolutions before us recognize the immediate necessity of those vast territories being brought within the Confederation and opened up for settlement. But I am told that while the Intercolonial Railroad has been made an absolute condition of the compact, the opening up of the Great West, and enlargement of our canals, have been left in doubt. Now sir, nothing can be more unjust than this. Let me read the resolutions:—

“The General Government shall secure, without delay, the completion of the Interco-

lonial Railway from Riviere du Loup, through New Brunswick, to Truro in Nova Scotia.”

“The communications with the North-western Territory, and the improvements required for the development of the trade of the Great West with the sea-board, are regarded by this Conference as subjects of the highest importance to the Federal Provinces, and shall be prosecuted at the earliest possible period that the state of the finances will permit.

“The Confederation is, therefore, clearly committed to the carrying out of both these enterprises.

But the honorable gentleman lay stress upon the point that, while the one enterprises is to be undertaken at once, the other is not to be commenced until the state of the finances will permit. No doubt this is correct, and the reason for it is simply this—the money has already been found for the Intercolonial Railway. They must be well aware that the late Government (the Macdonald-Sicotte Administration) agreed to build the Intercolonial Railway, and obtained from the Imperial Government a guarantee of the debentures for building it—so that money is ready at a very low rate of interest, whenever required. We know where to find money for one enterprise at a rate we are able to bear, and can thus go on with a work which must be gone on with if this union is to be consummated. But we don't know this of the other great work—and we all felt that it would be exceedingly indiscreet—I, myself, as the special advocate of opening up the Great West and of the enlargement of our canals, felt that I could not put my name to a document which declared that at all hazards, while our five per cent. debentures were quoted at 75 or 80 per cent. in the money market—we would commence at once, without an hour's delay, any great public works whatever. [Hear, hear.] Honourable gentleman opposite must not imagine that they have to do with a set of tricksters in the thirty-three gentleman who composed the Conference.—What we have said in our resolutions was deliberately adopted, in the honest sense of the words employed, and not for purposes of deception. Both works are to go on at the earliest possible moment our finances will permit, and honorable gentleman will find the members of the Cabinet from Lower Canada, actuated by the same hearty desire to have this whole scheme carried out in its fair meaning.”

Stress may be laid on the term, “as soon as the finances will permit”; but we know the great anxiety on the part of Canada to have this expensive work accomplished, and that as soon as they have the power in their hands to carry out their wishes they will go on with the work.

It has been claimed, also, on behalf of this scheme, that it would aid to the defence of these colonies. Perhaps there is no one assertion which the advocates of confederation have made that has gained them more supporters