

re-echo with his denunciations of the tax on coal as a frightful injustice to the people, especially to the people of Ontario, no sooner found himself in the presence of the great coal interests of Cape Breton and Nova Scotia than he also took back what he had said for seven or eight long years. It was no longer an odious tax, but a tax that would have to be modified; and as for abolishing it, the gentleman who ran in his interest in Nova Scotia declared he would be prepared to support a duty on coal, and I believe made that declaration with the hon. gentleman's authority. The hon. gentleman's speech at Malvern certainly gave him that authority.

"We can change the character and tone of the whole fiscal policy, so as to materially encourage and revive the commerce of the country, and in that way render important service to the people of Nova Scotia. We can do a little more than that."

That is a general policy that would not appeal quite so strongly to the minds of the electors as the hon. gentleman wished, so he proceeds to add:

"We can do a little more than that. There are some questions between the Dominion and Local Governments as to subsidies, and as to the means placed at the disposal of the Local Government for the carrying out of important railway works."

Would anyone suppose that the hon. gentleman, one of whose principal men goes down to propound his policy to the people of Nova Scotia and tells them if they will put the hon. member for West Bruce in power they will be treated with greater liberality than ever with reference to subsidies—would anyone suppose that, sitting still in the cold shades of Opposition, the hon. gentleman would be the first to raise his voice in denunciation against the application of the hon. the Minister of Railways to carry out the very pledges Mr. Anglin was giving. "They were to have more money placed at the disposal of the Local Government." The gentleman who has been here voting against every increase of subsidy to Nova Scotia; the gentleman who denounced at the very outset the better terms obtained by Mr. Howe and by my hon. friend behind me (Mr. McLelan); the gentleman who at that time endeavored to close the door against the people of Nova Scotia, ever obtaining another dollar, by bringing in a resolution himself to that effect; the gentleman who put forward on the floor, by one of his then ablest lieutenants, the declaration that we required no better terms, and who rewarded that lieutenant with the Chief Justiceship for his able support given on that occasion—for, I say Mr. Wood in this House declared Nova Scotia required no better terms, and he moved a resolution, which received the support of the hon. gentleman, in opposition to anything being done—this gentleman, after all that was done, after everything this Parliament had honestly, fairly, and faithfully done to give fair and efficient support to the great railway interests in the Province of Nova Scotia, sends down his first lieutenant to proclaim that they shall have more subsidies and more means put at their disposal for the promotion of railways, if they will return him to power. He says:

"When Confederation was formed, there was no idea entertained that the Provinces would have to subsidise their railways very largely or undertake the construction and completion of those railways. The idea was that for a long time we should not require those railways that we now have or require. But an entire change in the circumstances of the country must render a change in the financial regulations a necessity also. A Liberal Government, I think, if in power during the next five years, will be able to arrange that question somewhat to the satisfaction of the people of Nova Scotia. Mr. Blake has been accused over and over again of being opposed to Nova Scotia."

So that the hon. gentleman did not content himself with giving his opinion, with giving the views of his party, but he came down to particulars; he used language which he could not have used unless he stood there with the authority of the hon. member for West Bruce, prepared to propound the views with which that hon. gentleman would consent to be bound.

"Now, I have no doubt whatever that if the Liberal Party were in power to-morrow, Mr. Blake would be willing to reconsider the whole plan of Confederation, and not only give you more for your railways, but, according to your necessities, all that you are entitled to. He would be willing to look at the whole question fairly with the eye of justice, not too exacting to the smaller Provinces, but to give them, if possible, a little more even than they are strictly entitled to."

I ask this House if, taking the policy and action of the hon. gentleman in the House on every occasion in which the interests of Nova Scotia have been at stake, on every occasion on which there has been a proposal to do anything to promote the interests of that Province, or to satisfy the expectations of her people—I ask those gentlemen who in this House have known that, from the first hour of Confederation down to this hour, the friends of Nova Scotia have met with nothing but hostility from the hon. gentleman, I ask them what they think, on the eve of a general election, when it is necessary to get—seventeen, was it, that the hon. member for Halifax promised the hon. member for West Bruce? Seventeen if not twenty-one—and, Sir, when it was necessary, when the hon. member for West Bruce was reading from platform to platform in the Province of Ontario the assurances that he had received, assurances from so high and so reliable a source that they could not be doubted for a moment, when he was pledging the support of from seventeen to twenty-one members from Nova Scotia to support the Administration of which he was soon to be the honored leader, he felt it necessary that that past hostility that he had exhibited to that Province, that refusal to do anything that was calculated to promote the progress and prosperity of that important portion of the country, should be modified, and he felt that, as a foundation for obtaining that large support, he must radically change not only his attitude to Nova Scotia, but must go back on the very questions, the very items, that for eight long years, in this House, he had denounced the hon. gentlemen on this side for advocating. He had denounced us for imposing taxes on flour and coal, and he was ready for the sake of office—no, I will not say for the sake of office, because, perhaps, that he does not care much about—but for the sake of power he was ready to go back on his record and to say one or two things: either that he had been wrong for eight years, or that being right, he was prepared to be wrong now for the purpose of obtaining power.

Mr. MILLS moved the adjournment of the debate.

Mr. BLAKE. The hon. gentleman says I am a special pleader. Which of us is the special pleader? What were we discussing? What proposition was it that I ventured to lay down, in a speech of a few minutes, to the House a short time ago? Why, I pointed to the history of the course that this Administration had pursued with reference to its pecuniary proposals with reference to railways in general, and with reference to this railway in particular. I pointed out that the hon. gentleman himself, who accuses me, forsooth, of special pleading, had told us, had pledged his reputation as a Minister of the Crown, that the scheme he brought down to us would be carried out, that the success of that scheme, which involved an expenditure of only \$3,200 a mile, would be assured. It seems that this wonderful scheme was a part of the great European and North American Railway, which rolled out of his lips on that occasion, which he rolled between his lips as a sweet morsel, and he dazzled our eyes and dinned our ears with the wonderful things he was going to accomplish for the expenditure of \$3,200 a mile. I told him that the Administration had failed to fulfil the pledges in which they had asked the country to engage in, in that instance, and I told him that, on a second occasion, I had pointed out that he had failed on a former occasion to fulfil the promises which he had made, and that now, at any rate, he had no right to ask us to increase the arrangements for these railways, but that once again a too confiding Legislature had accepted the word of a