

1600 strong men. Every square mile of such coal-bed contains about 3,000,000 tons of fuel, and represents one million of men labouring steadily through twenty years of their ripest vigour."

Here is a view presented to us in which the mind becomes absolutely lost in the maze of figures required to represent the value of our great coal fields—and when we take in connection with them all our other resources, we have a country to whose attainments in wealth and prosperity there is no reasonable limit. It is not so in a country like Canada, largely agricultural, when its lands are settled and the farms established, the extent of its prosperity is nearly attained. It is not extent of territory that renders a country great or wealthy; it is not material size that gives to any object its value. The diamond that sparkles on beauty's brow, though it may scarcely equal in size or rival in brilliancy the eye that beams beneath it, yet in the markets of the world it would purchase an island or a mountain of rock. And so is it with our little gem of a Province, it may be less in territory than other countries, it may indeed be overshadowed by the gigantic and colossal proportions of sister colonies, yet in all the real elements of wealth and prosperity they compare with little Nova Scotia but as poor-house giants—but notwithstanding it is so, the Provincial Secretary takes this Province; rich as the rarest jewel—peopled with industrious, enterprising and spirited men, and goes off on a trading voyage to Canada and bargains it off acre for acre, and man for man, with the acres and habitants of Canada. He does more. He does worse; he comes back boasting of what he has done and of his great statesmanship. Let me, sir, tell the House that story of a conceited coxcomb who, making love to a lady, in the pauses of a dance, placed his hand on his heart, and with considerable distortion of feature, said, "if this is not love I feel, what is it?" "My dear sir," said the lady, "it must be something that bites you." Now, our Provincial Secretary in his trading voyage, got badly bitten in his bargain—and mistakes the bite of the Canadians for statesmanship. Let me add that on too many occasions I think the hon. gentleman acts "just as the maggot bites," and mistakes the feeling for the impulses and inspirations of statesmanship.

I have spoken of our prosperity—of the income from the various branches of industry—the extent of our fisheries, and the value of our mines; and it may be claimed that one of the advantages that will arise from this Union will be the development of these resources, by giving us extended trade and commerce. We have heard a great deal of the powers of parliament, of legislative enactments, but there is one thing that is almost beyond the control of such enactments—that is, the divergence of trade from its natural channels. We have had in fish, coal, and those articles which are

our chief products, free trade with the other colonies; and what has been the result? Have our resources thereby been developed? Has our trade been enlarged? If you turn to the imports of Canada—to the free goods—you will see the result. Nova Scotia, from her natural position and resources, is especially prepared to supply upon very advantageous terms, gypsum, coal, fish, and stone. To what extent would you suppose Nova Scotia supplies Canada with these? I find the total import of coal into Canada is estimated at \$936,239, and of this amount Great Britain supplies \$379,703, and the United States, to which we export largely, \$548,846, leaving the total amount imported from the Province of Nova Scotia into Canada, where it goes as free as air, only \$7,690. Again, take the article of gypsum. Even six times more of this article is imported from the United States than from the British American Colonies.—Again, of fish, which we export so largely to the United States, Canada only receives from the whole British North American Colonies to the value of \$226,573, while she gets from the United States \$281,023. We export stone, in abundance, to the United States, but not a dollar's worth to Canada. I have enumerated these articles to show that, having in them free trade among these colonies, we send but a small value of them to the colonies with which it is proposed to confederate us.

It has been urged that as this is a Maritime Colony, Confederation would open up a valuable field of commerce to our shipping. It is absurd to suppose that confederation would give us any advantages we do not now enjoy, or that our shipping interest can depend for employment upon a country whose waters are closed for five months in the year. Nearly the whole trade of Canada is supplied by the accidents of commerce; that is, when a vessel cannot get a charter she would like, and being perhaps in a coal port, she takes a cargo of coal to Canada, and returns with lumber to some other port where she finds more profitable employment. And it is by accidents arising like this, in various ports, the whole wants of the trade of Canada are supplied. It is an entire fallacy to say that by opening the whole trade of these colonies, we should receive great advantages in Nova Scotia. Confederation, instead of extending the commerce and developing the natural products of this country, will rather cripple trade. I have already shown that Confederation must necessarily impose upon us a very heavy tariff and exceedingly large burthens. The consequence of that is, to increase the cost of living and producing the articles of export, and when you increase the cost of living and of wages, you are unable to compete with other countries in the sale of your coal and fish, and other articles which Nova Scotia is especially calculated to produce. It is claimed again that we shall get the Intercolonial Railway by Confederation.