

their proceedings; it will be too late to inquire whether New Brunswick has been coaxed into Union by definite promises of a line useless for purposes of self defence and injurious to the best interests of Nova Scotia. On this point the people of this province desire to be enlightened. They are not content with the bare assertion that an Intercolonial railway forms part of the proposed scheme of Federation. Let us now turn from place to time. When is the great work to be constructed? Immediately! Now, judging from the manner in which railway promises have been *immediately* fulfilled in this province by our own honest statesmen, it seems to us somewhat doubtful to what point of elasticity the word *immediate* may attain when used by Canadian statesmen whose behaviour in railway matters has so often been condemned by the lawyers and members of parliament of Nova Scotia. It must be remembered that the representatives of United Canada are as two to one to those of all the Lower Provinces, including Seessia (Prince Edwards Island) united. Now, until quite lately in the opinion of our politicians, the bad odour of cooked bills and broken promises hovered cloudily around the heads of Canadian statesmen. Even one of our most temperate politicians, Mr. ARCHIBALD on the 11th of March last used the following strong words on the conduct of the sister colony: "What is the position of this question? Deputations from the three Governments meet at Quebec, they enter into an agreement, one that as far as a Province can be bound, solemnly bound all three. Canada is just as morally bound by that agreement as *if she had passed a statute*. As respects the sinking fund, when the British Government said Canada might deposit it in her own debentures there was an end to the objection on that ground. Therefore, to attempt to escape from the bargain on the ground that the British Government insisted on a sinking fund, was nothing more than to *declare that she did not intend to pay at all*—that determined to *repudiate* the agreement solemnly entered into she seized upon this as a pretext. Nothing was said at the time of the Convention with regard to the railway as a contribution towards Provincial defences; and, therefore, to attempt to force this as a part of the basis *was a breach of the compact entered into between Canada and the other Provinces, and even if Canada thought proper to shuffle out of her just obligations pretences and pretexts &c.*" We will not continue this extract, neither will we devote our space, as we might, to many others of the same nature. It is indeed well known that until quite lately the politicians of Canada were considered and described by our own leading men as "notoriously corrupt, and particularly so in all matters connected with Railways."—This being the case, and considering the large majority which Canadians will hold in the United Assembly, it is absolutely imperative that before we enter this Union, some date be fixed for the commencement of the line. Our belief at this moment is that Canada is not so eager for the railway, as the statesmen of both countries would now have us believe. Her conduct last year is certainly a support for our conjecture. Excuses are easily obtainable, especially with a large majority in their favor, so, on this question of time also, Nova Scotia requires that the delegates speak out. "*Immediately*," is a somewhat vague period of time to men accustomed to American Railway politics. To our doubts, both about the time and place of the great railway, our delegates will probably have ready answers. That they have not touched upon the subject before is due to their general habit of limiting the supply of information on Confederation to the demand made for it. If no satis-

factory explanation of the railway question be forthcoming,—if no definite pledge be given as to how, when, and where the railway is to be built—we can only conclude that this trump card of the delegates is no better than the many others which with exquisite finesse they have hitherto played, to save that game, on which their Canadian co-delegates have staked their political existence.

FEDERATION—USELESS FOR DEFENCE.

The ostensible object of the proposed Confederation is to render British America capable of successfully confronting an invading force bent on the desolation of our hearths and homes. A great deal has been spoken and written concerning free trade and an Intercolonial Railway, while the subject of self defence has received comparatively slight attention. This is by no means strange, when we come to consider that for one man who has ever given a thought to the possibility of a war with the States, fifty men have fretted themselves about questions of currency and tariff. All men admit that railway communication between Canada and the Lower Provinces is most desirable, but few men care to waste time in discussing militia statistics, or the respective merits of the Chebucto Greys and the Scottish Volunteer Company. But when a chance of getting the railway is offered to us upon certain terms, (unfair terms, as we think, to Nova Scotia,) it is highly important that a popular cry should be put forth to fascinate the unwary. It would be highly impolitic to accustom the public ear to such a sentiment as—"Latest bargain with Canada! The Intercolonial Railway, accepted at the moderate price of political concession to Canada!" Such a cry would have found little favor in our eyes, but it was absolutely necessary that some "taking" sentiment should be adopted by those anxious for Federation, and what sentiment so appropriate as—"Union is strength!" That the word union is suggestive of strength, none can possibly deny; but that, for purposes of defence, an union of the Lower Provinces with Canada is imperative, we are not disposed to admit. When we come to talk about defence against hostile aggression, we imply, not that Canada is in danger, not that New Brunswick and Nova Scotia are in danger, but that a portion of VICTORIA'S dominions are in danger. Away with the idea, that British subjects must be linked together by railway bargains before they can be induced to fight shoulder to shoulder for the honor of the British flag. We are as much an integral portion of the English Empire as Lancashire or Hampshire, and must we be told that our sole chance of making head against the possible encroachments of a powerful neighbour, rests upon our acceptance or rejection of a bribe held out to us by Canadian statesmen in the form of an Intercolonial Railway? No, our nationality as British subjects needs no such goading: when a portion of the QUEEN'S territory is assailed we will resent England's foes as *our* foes, and cheerfully contribute our aid towards upholding the honor of the British Crown, in Canada or elsewhere.

The question arises—will Federation, as at present proposed, render British America more potent for self defence than it is at present? We think not. The people of this Province have evinced an alacrity in the militia and volunteer movement as great, if not greater than that shown by the Canadians, and we could if necessary bring into the field some 30,000 or 40,000 men capable of bearing arms. This force might at any moment be enrolled and placed under the Articles of War. In such a case, the various regiments would be armed and paid by the Imperial Government, and transported at England's expense to any portion of British

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