

stood "The proposed Confederation of the British North American provinces, and the means whereby it can be most speedily effected." They found, or at any rate they left, the Imperial authorities most sympathetic to the idea, and ready to promote it in every way in their power.

Meanwhile, things did not go so well in the Maritime Provinces, where unexpected opposition to Confederation developed. In New Brunswick, the premier, Mr. Tilley, had judged it expedient to dissolve his Assembly with the object of securing approval of the Confederation scheme from a newly-elected legislature. In this he failed, his policy suffering a pronounced defeat which entailed his resignation. This so disheartened the advocates of Confederation in Nova Scotia, that Dr. Tupper, the leader of the government in that province, fell back for the time on the original proposal of a Maritime Union of the Lower Provinces.

In Prince Edward Island the situation was even more hopeless, for the legislature, in 1865, and again in 1866, emphatically declined even to consider a union "which it believes would prove politically, commercially, and financially disastrous to the rights and interests of its people." So general was the opposition to union, it is said, that only ninety-three persons could be found in the whole island to declare themselves favourable thereto.

Gradually the Maritime position began to improve. The lieutenant-governors of Nova Scotia and New Brunswick, who at first did not relish the prospect of exchanging their positions as direct representatives of the Sovereign to become deputies of the Governor General of Canada, and who in consequence were originally unfriendly to the scheme, saw new light, and became its zealous supporters.

On April 17, 1866, the House of Assembly of Nova Scotia, under the leadership of Dr. Tupper, the great protagonist of the cause of union in his province, passed, by a vote of 31 to 19, a short resolution, ignoring the Quebec Conference and all that had gone before, but authorizing the appointment of delegates to arrange with the Imperial Government a scheme of union "which will eventually insure just provision for the rights and interests of this province."

In New Brunswick the newly-appointed ministry quarrelled with the lieutenant-governor, and resigned within a year. At the ensuing general election, Mr. Tilley and his friends were returned to power, and on June 30, 1866, passed, by a vote of 31 to 8, a resolution similar to that adopted in Nova Scotia, accompanied by a provision for the immediate construction of the Intercolonial railway.

Newfoundland and Prince Edward Island remained obdurate.

While the difficulties in the Maritime Provinces were thus yielding to bold and vigorous statesmanship, fresh obstacles were arising in Canada. Reciprocity negotiations with the United States Government; the withdrawal of George Brown from the Coalition; the Fenian raids; financial exigencies, and other matters of pressing concern, engaged almost exclusively the attention of the ministry during the latter part of 1865 and the opening months of 1866. At length, in June of that year, Parliament met and passed the necessary