

proportionate expense, or about the expense at all. But, thinking I might be mistaken, I have taken the trouble to turn them up, and find there is not one word in them about the railway except the following. It will be found in the sixty-eighth resolution, and reads thus:—"The General Government shall secure without delay the completion of the Intercolonial Railway, from Rivière du Loup through New Brunswick to Truro, in Nova Scotia." Is there anything here about Upper Canada having to pay ten-twelfths of the expense?

HON. MR. REESOR said he had not declared that by the resolutions Upper Canada should pay ten-twelfths, but that upon calculation, taking into account numbers and revenue, that would be the effect.

HON. MR. MCCREA—Well, I take the honorable gentleman's explanation. Does he wish to enter into a compact with the Maritime Provinces by which we shall not pay our fair proportion of our expenses according to our numbers and our means? Is he so unjust as to ask so unfair an advantage? The fact is, that the talk about the expenses and stringing together long rows of figures, is only calculated to bewilder and frighten the friends of the scheme. Three millions of dollars a year, exclaims the member for Niagara, without making it very plain how, will be added to our expense for all time to come.

HON. MR. CURRIE—More than that.

HON. MR. MCCREA—More than that. Well, what of that? The amount of debt is nothing to him who has the means and is willing to pay. It is only unpleasant to the bankrupt who cannot pay, and to the miser who hates to part with his gold. Some one has said that it was a very great drawback to the morals and prosperity of London, that there should be fifty-thousand thieves within its walls. But it was well replied, that it was rather a source of congratulation that the metropolis should be able to support so many. So instead of regretting that we shall have so much to pay, we ought rather to rejoice that we shall be able to pay it. Instead of complaining that in the construction of the railway, we shall have to pay ten-twelfths, according to the estimate of my honorable friend from the division of King, it ought to be rather a source of pride and satisfaction to us that we have a large population and greater resources than our eastern neighbors. I am as much opposed to needless and extravagant expenditures as any member of this honorable House, but if the Intercolonial Railway has become a necessity, we must

not be afraid to undertake it. I am free to admit there was much needless waste and expenditure in the construction of the Grand Trunk Railway, but I question whether there is a single honorable member of this House who would to-day, if he could, place us back where we were before the first sod was turned in that great undertaking. If war be imminent between us and the United States, and actually ensues, the railway will become an absolute military necessity. And who can tell but that, at any moment, the turning of a hand, looking at what has already happened, we may not be launched into the very midst of a war. It is, I believe, very well known, that as soon as it was learned in Washington that the St. Alban's raiders had escaped through the bungling and incompetency, to say the least of it, of the Montreal officials, the first order of Mr. SEWARD was one of non-intercourse, but it was afterwards modified to the passport system. What, honorable gentlemen, would have been our situation had that order been sent out, and what guarantee have we that it may not be sent out at any moment? But my honorable friend from Niagara says that the union of these provinces would not tend to strengthen our means of defence if, unfortunately, we should be invaded by the United States forces, because our frontier would be extended more than in proportion to the increase of our numbers. Does not every one know that it is the settled conviction of the military authorities of the States that their mistake in the last war was invading these provinces in different places at the same time, and that, in the event of a second war, their policy will be to concentrate all their strength on some one given point—Montreal for instance? And will my honorable friend contend that the union and the railway will not enable us to concentrate a greater force, and more rapidly, on whatever point danger may be threatened, and also that they will not enable us to obtain aid from the British troops more quickly at any season of the year? Then, as to the commercial necessity of the railway, it does seem to me plain that when our own Grand Trunk has a connection with Halifax; when the Cunard and other steamers will discharge their valuable freight and their passengers destined for the far west at Halifax; when Toronto will be brought, in point of time, as near to London and Liverpool as New York; it must not only increase the business of the Grand Trunk, but also the business of the railways in Nova