

a whole, is one which I do not think any honorable member of this House can really endorse in an unreserved manner, if he were to speak his sentiments freely. I see nothing in it but another railway scheme for the benefit of a few—and I cannot better describe the whole project than by a quotation from the remarks of a gentleman, who expressed himself on the subject of Confederation and the Intercolonial Railway a very short time before he became a member of the present Administration, and a warm advocate of both these bubbles. After speaking of the visit of Mr. WATKIN to this country, he closes with the following:—

If our Government were to rush into the railway project, expend a large sum of money upon the road, and form a compact immediately with Nova Scotia, New Brunswick, and Prince Edward Island, both the alliance and the road would be carried out mainly for the benefit of the dominant power in this province at this moment; we need hardly say we mean Lower Canada. The important question to Upper Canada—her connection with the North-West Territory—would be altogether ignored, Quebec would be made the capital of the Federation, representation by population would form no part of the compact, and, instead of having one leech draining her of her resources, Upper Canada would have three. Before entering into new alliances, it should be the effort of Upper Canadians to regulate the affairs of their own province, to obtain representation by population, and to open the North-West Territory, so that when the Federation of all the British American provinces does come, it may be found with Upper Canada as the central figure of the group of states, with western adjuncts as well as eastern. Not even the most ardent supporter of the union of all the provinces can allege that there is any absolute necessity for haste in carrying out the project. Nobody is being hurt by the provinces remaining in their present condition; no one single material interest, either in Canada or the Lower Provinces, would be enhanced in value by the union.

This appeared in the *Globe* in 1863.

MR. A. MACKENZIE—What Administration did that refer to?

HON. MR. DORION—It did not refer to mine.

HON. ATTY. GEN. MACDONALD—Well, whose was it?

HON. MR. HOLTON—I think the Minister of Agriculture might inform my honorable friend.

HON. J. S. MACDONALD—The Honorable Attorney General has them nearly all around him. (Laughter.)

HON. MR. DORION—On the 15th of Oc-

tober, Hon. Mr. BROWN's paper further stated:—

The line, in fact, will leave us just where we are now. In the summer, when navigation is opened, we can send produce down the river and gulf, and, to some extent, compete with the Americans. But in the winter, to suppose we can send flour and wheat over this long land route cheaper than the Americans can send it from the eastern ports, is an absurdity which no man acquainted with the trade will commit.

Again, on the 17th of October, in the same year, it said:—

The road is to run mainly through a country which does not belong to Canada, but which cannot, under any possible circumstances, bring any profit or return, directly or indirectly.

On the 20th it said:—

It will not be wise for the opponents of the measure to rely upon present appearances. The ministerial project must be resisted at every stage, in the press and in Parliament.

Again, on the 25th of the same month:—

With fair professions of retrenchment and economy on their lips, Ministers took office; but three short months afterwards we find them launching a new railroad scheme upon the market, admittedly more generous at the moment of initiation than was the Grand Trunk at the same stage.

Sir, I agree with the statement, that to go into the construction of this road without knowing what it is to cost, or over what particular route it is to be built, is a thing not to be thought of by any prudent member of this House, and that such a proposal ought to be resisted at every stage. I think, too, that the whole scheme, apart from the construction of the railway, is worse than the railway scheme itself, and ought to be still more strongly opposed. It is a mere revival of a scheme that has been rejected by the people on every occasion on which it has been presented to them during the past seven years. Independent of various other considerations the mere question of its expense ought to cause it to be rejected by the representatives of the people. When the duties on imports were raised to twenty and twenty-five per cent., what was the cry we heard from the lower portion of the province? It was that the people were quite unable to pay such a serious tax, and the result was the establishment of a free port at Gaspé. We have not, for several years, collected a single cent of income from that large section of country, but have, from year to year, paid out large sums of money for the opening up of roads, for the administration of justice, and for keeping up