

Upper Canada, that some change is necessary; and I cannot understand how hon. members, who are opposed to this scheme and also to a legislative union, and to any change in representation, can expect sympathy from Upper Canadian members. It is not the principle of the scheme that I object to. My objections I will state. Part of the new Constitution proposes the construction of the Intercolonial Railway. Now, when that question was first brought up in 1862, I was opposed to it. When it was first announced as the intention of the MACDONALD-SICOTTE Government to undertake the building of that road, I expressed myself as decidedly in opposition to it, on the very first opportunity that offered, and I have never since seen any reason to change the position I then took. In connection with this subject, I beg leave to cite the opinions of the hon. member for South Oxford, as then expressed. I do not do so in order to show that he has changed his mind with regard to this road, for I believe he does not conceal the fact himself. I make this citation to show not only what his views were, but what were the views, I believe, of the majority of the people of Upper Canada at that time, views which in my opinion they still entertain. It is stated that the road ought to be built because it is necessary for the military defence of the country. It is stated that it ought to follow the longest route, because the shorter one will bring it too near the boundary line of the State of Maine. (Hear, hear.) When it is considered that this road will unite with the Grand Trunk at Rivière du Loup, and that the Grand Trunk is at places within twenty-six miles of the boundary of Maine, I think that the amount it will contribute to the military defence is of very little value. It is ridiculous to suppose that the Americans would not be able to cut a railway only twenty-six miles from their territory. If we are not strong enough to hold and protect the road which runs through Maine, the Intercolonial would be of very little importance or use. The opinion expressed in the *Globe* about this railway as a work of military defence was this—I quote from the issue of the 18th September, 1862:—

But as our opinion upon military matters may not be worth much, we are prepared to adduce corroborative testimony in its support.

And then he cites the following from *Blackwood's Magazine*:—

On the whole we are inclined to think that until our military frontier is rectified, the construction of a railway between St. John and the St. Lawrence would, as far as military operations are concerned, be money thrown away. If the Intercolonial Railway is to be built, let its friends justify it upon *bona fide* grounds, and not upon the bogus plea that it is necessary for the military defence of the province.

That was the opinion, I believe, of the majority of the people of Upper Canada at that time, that as a military defence this road would be completely useless. But we find that the proposition to build the road is inserted in one of these resolutions, the 68th, in the following terms:—

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.

The next resolution refers to the North-Western Territory, and is as follows:—

69. The communication with the North-Western Territory and the improvements required for the development of the trade of the Great West with the seaboard are regarded by this Conference as subjects of the highest importance to the Federated Provinces, and shall be prosecuted at the earliest possible period that the state of the finances will permit.

According to these resolutions the construction of the Intercolonial Railway is made a part of the Constitution of the country, and the road will have to be built. On the other hand the enlargement of the canals and the opening up of the North-West will depend upon the contingency whether the finances of the country will permit of the performance of these works. Now, the opening up of the North-West is a subject that has engaged the serious attention of many people in Upper Canada. By a large majority of the population it is considered as most important for the interest of this country that that territory should be opened up to settlement. I find the Great North-West is thus referred to by the Hon. Mr. CAUCHON, in his pamphlet on the Union of the Provinces of British North America, page 56:—

And what is Canada in extent compared to the Western prairies, the area and fertility of which can scarcely be appreciated or judged even with reports before us furnished by Mr. DALLAS, Governor of the Hudson's Bay Company, and Dr. RAE, an old factor, well known from his reputation as an astronomer, and as having discovered the remains of FRANKLIN and his unfortunate companions. The latter, instructed to attempt the discovery of