

gislature, should be composed. But it appears to them to require further consideration whether, if the members be appointed for life, and their number be fixed, there will be any sufficient means of restoring harmony between the Legislative Council and the popular Assembly, if it shall ever unfortunately happen that a decided difference of opinion shall arise between them.

Now the point of this (Mr. CARDWELL'S) objection clearly is to the number being fixed, not to the principle of nomination, nor to members being appointed for life. (Hear, hear.) Like many honorable gentlemen in this House, there are certain of the clauses in these resolutions which, I think, might have been improved. I, for instance, might have preferred the Confederate seat of government being established elsewhere than at Ottawa; and, with reference to this subject, I have been much struck with a remark, which I will cite, from a recent writer, who says that—"Any country compelled to forego the use of its natural chief city, and make some inferior and ill-placed town the seat of its government, labors under incalculable disadvantages." Everybody, however, has his own little bantling, and thinks it the handsomest in the world; and I doubt very much if, after all, we should have made the plan of Confederation much better, had every one of us been consulted and taken into the Conference, at Charlottetown or Quebec, to urge our own special views. (Hear, hear.) I rather infer, from the differences of opinion I have heard around me in these debates, that the compromise system would not have been so easily adopted by us as by the gentlemen who composed those conferences. I hope, however, that we shall adopt that system now, and get through the debate in the faith that they have done what is best for the interests of the country, and that the measure is so important, as a whole, as to render it unwise to place minor impediments in its way to interrupt its course. (Hear, hear.) I have marked several sections of the resolutions which I think are open to objection or susceptible of improvement, and I hope the honorable and gallant Knight at the head of the Government will give some explanations respecting the views which animated the Conference in reference to them. One of them is a matter in which Lower Canada is somewhat peculiarly interested—the system of marriage and divorce, which, I see, is to be left in the hands of the Federal Government. I hope nothing will be done by the General Government, in rela-

tion to this question, which will outrage the feelings of Lower Canada, or lead to the laxity, in dealing with the marriage tie, which prevails south of the line 45°. (Hear, hear.) Again, emigration is a subject which is left to the Local as well as the General Government to deal with. I think it should be under the care of the General Government entirely. Then, as to the question of education, I hope the Government will secure to Roman Catholics in Upper Canada the same rights which will be extended to Protestants in Lower Canada. To have the same privileges is only equal justice, which I trust and believe will be granted. Having been in communication with several of the Roman Catholic clergy, I can say that they desire to have every justice done to their Protestant fellow-subjects, but expect to have the same privileges granted to Roman Catholics in Upper Canada (who are the minority there;) as will be given to the Protestant minority in Lower Canada. (Hear, hear.) I must also refer to the clause which gives to local governments the right of dividing the sections of the Confederation into constituencies and electoral divisions. This power may become very dangerous and lead to great practical injustice, and should, I think, be placed in the hands of the General Government. I come now to the question of railway extension, and this is a matter which seems to have been a serious stumbling-block to a great number of those who are really favorable to the measure of Confederation. Now, I do not think the Intercolonial Railway will be a profitable concern, all at once; but I think I can remove a few of the objections which have been raised to this part of the scheme. In the first place, I think a mistake prevails as to what will be the cost of carrying freight on this railway. I have here the annual *Trade and Navigation Returns of New Brunswick* for 1863, in which I find the following statement:—

If New Brunswick was connected with Montreal and Quebec by direct railway communication through British territory, our importations from the States would decrease immediately, and much of our flour and other supplies would come direct from Canada; and in the event of the Reciprocity Treaty and the bonding system of the United States, which allows British goods to pass through their territory free of duty under bond to Canada, being abolished, Saint John would probably become the Atlantic shipping port of Canada for the winter months.

People may suppose the rates of freight