

upon the acceptance of the country, have already been propounded and refuted—and this in practice. We need not go further back than some ten years or so, to the United States, to see the consequences which follow in the wake of an irredeemable currency—gold reached over 800 per cent. premium; the public morality was completely destroyed; and ruin was spread broadcast over the length and breadth of the land, as the result of the unparalleled derangement in all values. If the American people have given us the example of a resuscitation of which history furnishes no similar instance, this does not warrant our embarking on a similar career; we are not placed in similar conditions.

We leave it with Parliament to say what must, what will be the consequences in the near future, if the country enters upon this career. Is it not clear, that ere long an uncontrollable desire for a change in our political system will seize upon our people as an escape from an intolerable situation? And what true change can there be but in annexation?

Our sole chance of remaining an integral portion of the Empire, and of preserving our manhood and freedom, lies in the prudent development of our resources, in the upright administration of our public affairs, in the encouragement of frugal habits among our people, in the cultivation of a spirit of justice among all sections and classes, and in the keeping down of the rate of taxation. Any other course will end disastrously.

We again suggest the building of this railway by private enterprise, instead of its construction as a Government work, with all its inevitable extravagance. We are as yet but at the threshold of this colossal work, and already have we purchased experience at an excessive cost. With a moderate measure of assistance private Companies could probably be found willing to undertake the construction of this road through the Provinces of Quebec and Ontario, on the Hewson location, which would open up the back country of these