

railroad should be supported for precisely the same reason. For our study of the administrative-constitutional link, however, the important point is that Lord Durham had the wit to foresee technological innovation as a sure path to constitutional reform and that men on both sides of the 1865 debate recognized that he was right.

The Confederation fathers of 1865 had no need of promptings from Lord Durham to see the connection between the Intercolonial Railway and confederation. Thus, anticonfederationist James Currie, noting that "some leading men in Halifax had said 'the Railway first, and Confederation next,'" argues that the simplest way to defeat confederation would be to reject the railway proposal. He was satisfied that "if the Intercolonial Railway project were taken out of the scheme [i.e., the proposed constitution,] we would not hear much about it afterwards."<sup>83</sup> Although Currie, like Lord Durham, saw a close connection between the railway and confederation, he did not fear the railway as simply a means to confederation. His argument was that the confederationists in the Maritime provinces cared only about the railway but would cynically embrace confederation as a necessary evil. This position was expanded by A.A. Dorion who attributed to Samuel Tilley, the prominent New Brunswick confederationist, the sentiment "no railway, no confederation." Indeed, A.A. Dorion went on to denounce the entire confederation plan as nothing but an elaborate scheme to rescue the financially troubled Grand Trunk Railroad.<sup>84</sup>

Confederationist H.L. Langevin candidly acknowledges that his cause would be doomed without the Intercolonial Railway, "for it is almost impossible that so great an enterprise [as the Intercolonial Railway] should succeed unless it is in the hands of a great central power."<sup>85</sup> Thus Langevin joins his opponents Currie and Dorion in acknowledging, albeit for very different reasons, the close link between the proposed railroad and confederation itself. In the passage just cited, however, Langevin seems to reverse Lord Durham's timetable because he envisions confederation ("a great central power") preceding the railroad. Langevin's priorities differ sharply from those of his