

The character of the ground over which the road will pass is very similar to the railways of Canada. It is represented to be very much of the nature of the country through which the Great Western runs westward of Hamilton over a great portion of the line. The best portion of the line is equal to the worst portions of the Great Western. Even at the cost of £7,000 per mile the expense of constructing the entire road would be a little over fifteen millions of dollars.<sup>77</sup>

Statements of this nature abound throughout the Confederation Debates.<sup>78</sup> As noted above, there is nothing like them in the French or American debates. Luther Holton was right. To insert a clause about a specifically named railroad into a constitution was an innovation, but it underscores a blending of administration and constitutionalism in a distinctively Canadian way.<sup>79</sup>

Before concluding our study of the railroad as an example of administration in the Confederation Debates, we should note the theme of technology driving constitutional reform. Speaking in favor of the resolutions, John Ross invoked Lord Durham's famous (or infamous) Report of 1839 in which he argued that a railroad "between Halifax and Quebec would, in fact, produce relations between these provinces that would render a general union absolutely necessary."<sup>80</sup> This same passage is cited by Anselme Paquet, an opponent of confederation, as a reason for rejecting the Quebec Resolutions.<sup>81</sup> The curious fact that the same author is cited verbatim, first for confederation and then against it, is explained by the diametrically opposed memories of Lord Durham in the two Canadas as of 1865. Generally loved and admired in Ontario, in Quebec he was, quite simply, despised.<sup>82</sup> What is interesting for our purposes, however is that both friends and foes of Lord Durham agree with his prediction that an Intercolonial Railway would be a particularly apt means for achieving political unity. Logically enough, Ross and Paquet cite Lord Durham's argument, each to his own end of bringing about confederation (for Ross) or of stopping it (for Paquet.) For the latter the railroad should be opposed because it would lead to political union as the mal-aimé Durham had correctly surmised. For the former, the