

in the text of the imperial act which was the ultimate goal of the Quebec Resolutions. His remarks helped to reassure the “terrified Unionists” in New Brunswick, but mistrust and hard feelings remained.⁷⁶

The prominent place given to the railway provision in the proposed constitution brought a technical dimension to the Confederation Debates conspicuously absent from the comparable debates in the United States in 1787 or in France in 1958. The railroad clause prompted extremely lengthy and detailed discussions of what we might call today financial management. The wearisome detail in the two excerpts that follow capture nicely the technical flavor of much of the debate over the railroad:

Hon. Mr. RYAN--[speaking in favor of the resolutions on 20 February] . . . I want to shew by this [a lengthy discussion he had just finished on the economics of transporting a barrel of flour,] that the carrying of flour over the Intercolonial Railway will not be so difficult of accomplishment as people who have not gone into the calculation closely may be disposed to imagine. (Hear, hear.) I have here, too, a statement of the imports of flour into New Brunswick, Nova Scotia, and Newfoundland. It is as follows:

Imports of Flour	Barrels
New Brunswick	243,000
Nova Scotia	328,000
Newfoundland	226,00
[Total]	797,000

Mr. A. MACKENZIE-- [speaking against the resolutions on 23 February]. . . Major Robinson estimates the cost of the road at about £7,000 pounds per mile, or about £2,800,000 altogether. I do not think, judging from the statement he gives of the grades in the road, the bridges to be built, and the material to be found along the line, that it is a fair inference that the cost would equal the amount he sets down.