

Canada to Truro in Nova Scotia, passing through New Brunswick. This condition was one of the leading features on which the scheme was based, as without this connecting link the proposed Union would be simply impracticable. And, moreover, the plan of a Halifax Railway is not of modern origin. Lord Durham, in 1839, distinctly asserted that a road between Halifax and Quebec would encourage communication between the Provinces, the effect of which would be to render a general Union absolutely necessary, and the surveys lately made of the proposed road by Fleming and others, have established the fact that, not only is the route practicable, but the land throughout the line is well adapted to settlement and manufactures. Violent opposition to an Intercolonial Railway has always been part of the policy of the party to which Mr. Penny belongs, and the questionable conduct of the representatives of that party when in England some years ago, previous to the appointment of Mr. Sicotte to a Judgeship, by which the good faith of this country was seriously called in question, has not yet been forgotten.

This railway would inevitably be built whether we are confederated or not, and to condemn the plan, because this so called "quasi-economic scheme" is to be carried out in connection with the Political Union, is, to say the least, a very poor way of denouncing Confederation *ab initio*. But while the Intercolonial Railway forms part of the scheme of the Quebec Conference, we find nothing therein which treats of the acquisition of the North-West Territory. From our reading of Mr. Penny's introductory remarks, the English public may easily be led to conclude that this purchase forms part of the compact. The truth is, on the contrary, that the acquisition of that territory is simply a matter of declared Canadian Ministerial policy, and was never introduced, either directly or indirectly, into the drafted scheme. It will be for the first Confederate Parliament to decide that question; and the assertion that it is tacked on to the scheme of Union, is simply unfounded, and we must say, disingenuously inserted rather to make a point than publish the facts. The author laments in lachrymose tones the unfortunate position in which the opponents of Union are placed. Of course, the experience of history has taught us that small minorities find it exceedingly difficult to

impose their views on large majorities. The scheme of the Quebec Conference was before the Legislature for months. It was discussed with a freedom and liberty rarely, if ever allowed before in this country, and what was its fate? It was passed by an overwhelming majority of the representatives of the people. Is it not, therefore, almost presumptuous for a small rump of a quasi-annexation party in Canada, to insult the intelligence, the honesty, and the matured judgment of the five-sixths of the legislators of the United Provinces? The assertion that the press has been corrupted in order to carry Confederation, has been answered in the columns of the *Montreal Gazette*, and we can only for our part repudiate the accusation as a baseless libel on the profession of which the author of the pamphlet is such a distinguished ornament.

The immense influences possessed by the Confederation party, to which Mr. Penny alludes, furnish abundant evidence of the popularity of the scheme, and would seem to stamp it with the index of favorable public opinion, while he would have the English people believe that a base tyrannical attempt has been made to impose Union upon the people of these Colonies, contrary to their wishes. Such left-handed logic is, in our humble opinion, calculated to injure even a better cause than the senseless opposition of the Anti-Confederates. The Grand Trunk Railway Company also receives its share of that oft repeated abuse to which we have all been accustomed for years. It is the old cry of "Wolf," with respect to all public enterprises built with the money of British capitalists. In this case, the latter are warned not to perpetrate the injustice of enabling us to construct an Intercolonial road. Although the Public Exchequer of Canada has contributed a very large sum to the railways of the Province, were the alternative put to-morrow to the people, whether they prefer the railway facilities they now possess, or the few millions of Canadian dollars they have given to obtain them, we feel confident that many, even of that extreme political party which Mr. Penny represents, would join in the sensible conclusion that our railways, both by their direct and indirect advantages, are cheaply bought. Still, the occasion is turned to account against Mr. Watkin, Sir Ed. He Lord Monck, Mr. Cardwell, the Barings & Glyn, and in fact against every important person interested, whether officially or other-