

ture before, but it will not be by Upper Canada votes. If our school system is destroyed, Lower Canada must bear the shame of it.

April 21st.—Although the bill has passed both Houses, and no number of meetings can stay its progress, it is well for the people of Upper Canada to pronounce upon its merits. They are deeply hurt and mortified by this treatment they have received from Lower Canadians and traitors among their own representatives. A sense of personal wrong and injury exists, which we have never witnessed in so great a degree before. The iron of Lower Canada domination seems to have touched the soul of the people and the wound rankles. The word contempt does not express the feeling, which is manifested. There is a spice of bitterness about it which takes it out of that category.

But, notwithstanding these evidences of dissatisfaction, the act became law, and it remained for the present Government, by this scheme, to perpetuate the law. He was surprised that the Government, framed as it was, should become parties to such a scheme. They had not yet done with the school question. They proposed to protect the Protestant minority of Lower Canada, and a petition was on the table exhibiting what was desired. This was proof enough that the people were not satisfied; and whether or not the scheme of Confederation were adopted, the Government should bring in a measure to do the petitioners justice. Then from Upper Canada the Roman Catholics asked to be placed in a position precisely similar to that which the Protestants of Lower Canada were seeking, and if each of these minorities were suffering injustice, why should not their complaints be redressed before a Confederation took place? Let these measures prelude Confederation, and let not Parliament be asked to proceed blindfold. He was satisfied that if the Intercolonial Railway project were taken out of the scheme, we would not hear much about it afterwards. Some leading men in Halifax had said, "the Railway first, and Confederation next."

HON. MR. SANBORN—Hon. Mr. TILLEY had said that.

HON. MR. CURRIE—Then it would be better to try the Confederation without the railway. It would, after all, be much easier for the members from the Lower Provinces to come to Ottawa than it used to be for the members from Sandwich to go to Montreal at the time of the union. The Grand Trunk Railway had cost the province a vast sum, but then it had been of vast service to the country. But where is the company that would keep the Intercolonial Railway running for its earnings,

the road and the rolling stock being made over to them as a gift? Suppose a merchant from Montreal wants to go to England, which road will he prefer? Why, he would go by way of Portland. Would any produce be sent over such a road? How much wheat was there sent over the Grand Trunk, even in winter?

HON. MR. FERRIER—A great deal.

HON. MR. CURRIE—How much from Montreal? And why did we hear complaints from Huron and Bruce?

SEVERAL VOICES—They have no railway there. (Laughter.)

HON. MR. CURRIE—Was there not the Buffalo and Lake Huron Railway passing through Huron? It was our duty to hesitate and not to press on at railway speed, but to act like prudent men. We were sent here to place a check upon hasty legislation. But was there ever such hasty legislation as this? Yet as the Government were strong in Parliament, they might attempt to press the measure without the consent of the people. If they do, however, pursue such a course, they will perhaps receive a check in Nova Scotia or New Brunswick, for in these provinces they had no intention to pass the measure without a free and full discussion.

HON. MR. ROSS—Why, if it was good for them as the hon. member said, they might be glad to do it.

HON. MR. McCREA—If it was so unfavorable for Canada it must be in the same degree favorable to the Lower Provinces.

HON. MR. CURRIE—Oh, that does not by any means follow; they are a frugal, industrious and intelligent people, and it may be considered inadvisable by them to join a people who, in the short term of ten years, by a course of extravagance and prodigality increased the expenses of their government nearly four hundred per cent., independent of the increase of the public debt. They might also call to mind the Grand Trunk swindles.

HON. MR. ROSS—When the hon. member said that there had been Grand Trunk swindles, he said what was not correct.

HON. MR. CURRIE—Perhaps he used a wrong term. He meant Grand Trunk frauds. Those people might hesitate about connecting themselves with a people that had almost brought themselves to the verge of national bankruptcy, and loaded themselves with such a heavy tariff, they might recall to mind the political dishonesty of our public men, men who had so maligned and blackened the public character of each other as to require a wider stage and a new audience to witness