

the cost of this operation, or £200,000 a year. The Queen's name would have been stamped upon every engine running through 1500 miles of her dominions. On the hearts of 2,500,000 people would have been stamped the grace of the act which while it cost nothing, for our revenues were ample enough to pay principal and interest had the roads been unproductive, would have awakened grateful recollections, and a sense of substantial obligation, for a century to come. At last, by the true nobility of the enterprise rather than by the skill of its advocate, Her Majesty's Government consented to give the guarantee. The Provinces were proceeding to fulfil the conditions, when, unfortunately, two or three

members of the Imperial Parliament took a fancy to add to the cost of the Roads as much more as the guarantee would have saved. It was their interest that the guarantee should not be given. It was withdrawn. The faith of England, till then regarded as something sacred, was violated, and the answer was a criticism on a phrase—a quibble upon the construction of a sentence, which all the world for six months had read one way. The secret history of this wretched transaction I do not seek to penetrate. Enough is written upon stock books and in the Records of Courts in Canada, to give us the proportions of that scheme of jobbery and corruption, by which the interests of British America were overthrown. But, Sir, who believes, that if these Provinces had ten members in the Imperial Parliament—who believes, and I say it not boastingly, had