

was the stronger—the Prime Minister or the influence of the City of Montreal. Mr. DeBoucherville was soon made to feel that he must either yield or be defeated. He gave way, and it was then determined to continue the road from Terrebonne, not to St. Therèse, but into Montreal. Some reasons might be urged in favour of the St. Therèse route, especially its inexpensiveness; but none could be offered for the new one. Hitherto, only Montreal had been dissatisfied; now, both Quebec and Montreal were up in arms; and, what was still more embarrassing, the Government could no longer change the route to Terrebonne, because part of it was already built; the Cabinet, with the *sic volo sic jubeo* spirit which animates both, Mr. DeBoucherville and Mr. Angers having ordered the alteration without consulting the people, or caring one jot for their opinion. This was the first part of the railway policy; the second was considerably worse. The first, dishonestly and in bad faith, to serve the private interests of political friends, advocated the wasting of the public monies to build a tortuous and expensive road, setting at naught the agreements entered into most solemnly with the two cities and the various municipalities along the line; the second was intended to sap the very foundations of the Constitution, to assail the dearest rights of British subjects, to overthrow the guarantees of the Magna Charta, and enable the Government to combine judicial with executive powers, and dispose, summarily and at will, of the properties of their fellow-countrymen.

To understand more thoroughly the reasons which prompted the attempt to seize by force upon the bonds which the cities of Montreal and Quebec, and the various municipalities very properly refused to give, it is necessary to cast a glance at the state in which the finances of the Province stood when Mr. Angers introduced his railway resolutions. As before stated, all the monies the Government had in hand had been exhausted, a loan for half a million at heavy interest negotiated, and another for a similar amount, at the same rate, stipulated for and promised. The revenue, in truth, was decreasing, though no trouble had been spared to make it appear as largely increased, and the expenditure in almost every department steadily augmenting. To these sources of embarrassment must be added an interest debt on our ill-advised loans, of nearly \$400,000 a year, almost one quarter of the revenue. The railways, moreover, were by no means built. Very considerable outlays were still required, especially on the North