

Black's contract. If he had reported to me honorably, the depths of that bog, and it was his duty to ascertain it, I could, for the sum of £500, have filled it up with hemlock trees. But, sir, he either did not know, or did not report the depth. He allowed thousands of pounds to be thrown away into the lake, and the road to be obstructed for two years.—What is more, I believe from the moment I turned my back on the railway, Mr Mosse, so far as I can learn, has done everything but express, in any form or shape, anything like gratitude or a fair consideration for the protection and patronage which I bestowed when his reputation was attacked, or his position in jeopardy. Now, sir, I will not say of Mr Mosse that I believe him to be capable of corruption or dishonesty. I believe him, however, to be extravagant. I believe that any one looking at the conformation of his face will see that he was never intended to control large operations, or for an adroit administrator in any department whatever. I believe he is a good second rate engineer. I do not believe that Mr Mosse is capable of effecting the savings in the department, so desirable to be made, or that his services are indispensable to this house or this country.

Now, sir, something was said of Mr Marshall. We read of "unprotected females," but I think somebody is wanted to protect the males as well. I will not ask you at this late hour to read the certificates laid on the table; but let anybody read them, and he will see at a glance that Marshall is a man who might be trusted to superintend or to construct any work. He was considered competent to build those noble piles on our eastern and western roads, and if he is qualified to build a tubular bridge, surely he is qualified to go up and down the lines, and keep them in repair. Quite as competent, certainly, as Mr Mosse, whose merits are so loudly vaunted by the gentlemen opposite. But something was said of Marshall's extremely intemperate habits; somebody is said to have picked him up somewhere. Well, I do not know so very much of Mr Marshall's habits; but I am quite sure of this, that I have seen him upon the eastern and western lines time and again, but I never saw him unfit to attend to business. I do not pretend to say that he never took a glass too much: but I may say to the hon member for Cumberland that he need not go very far to find persons who undertake to drive the car of state, much less the locomotive, who are sometimes taken in their cups, and carried to their beds by some kind and considerate friends. But what of that? Does anybody bring them to account for their little weaknesses? No; heaven forbid we should make an exhibition of them here.

The hon member for Cumberland told us a most piteous story about one Mr Callum, who, it appears, has a wife who is sister to somebody, and who keeps the Brookfield station. One word about Brookfield station. A short time since the trains were permitted to stop there but once a day. On one occasion, going from Stewiacke to Welsford, I had to ride all

round by the old post road; the train did not stop where it should, and the only reason given, or that could be imagined by the people, was that Upper Stewiacke had voted against the government. But I wondered greatly why it was that this Brookfield station master should have so exercised the humble member's feelings. On a little reflection, however, I understood it all. He had a wife who was sister to an influential Methodist gentleman in Cumberland.

Dr Tupper—Not in Cumberland.

Hon Prov Secretary—Exactly, not in Cumberland, but on the borders; it is all the same, since the gentleman might be of great use in an election, if propitiated by a beautiful speech about his sister. Oh, that Cameron had had a sister! On, that McCully had a sister!—(great laughter)

Let me illustrate the manner in which this unfortunate railway of mine has been managed. I happened to go by train to Welsford, last fall, on my way to Maitland. I had ordered a small box which I wanted to take up by the afternoon train. My friend did not send it in time. So I stayed at Welsford until the next morning, but still no box came. I made immediate enquiry, and was told that no freight ever came by the morning trains. Why, I said, you surely do not mean to say that the train which only brings up a few bags of letters and newspapers, and a few passengers, does not carry freight? The reply was, Oh! no, sir, express trains never carry freight! Thus I had to go to Maitland without my box, and I did not get it until some days afterwards. Just imagine, then, the condition of that road! Suppose a countryman came to town to make some purchases which he wished to take home with him. He might, if he liked, take himself out by the morning train, but not his chest of tea or barrel of flour. He must waste the day in town, waiting for the afternoon train. Who wonders, with such folly, that the railways do not pay? Who can wonder that, harassed after this fashion, the people often prefer to go by the road?

Some reference was made to Mr Creed. We were told he got two dollars a day. I will not undertake to say that Mr Creed gets too little or too much. I know, however, that he gets just what he has got for a series of years. He is an intelligent and valuable man; he was so regarded by the late board; he was employed to superintend the construction of small bridges, and we paid him at the same rate that others were paid. I do not see any reason to complain that he receives the same salary now as he has had ever since he has been in office.

We are told that men have been dismissed on account of their politics. But the hon member will see, if he looks at the list, that whoever has been reduced very few persons are changed. I am told that it is wrong to cut down the salary of a conductor or station master. Perhaps it is; but I can find fifty young men of good manners and education who will accept the situations and be glad of the chance. I am here speaking in presence