

Province, and estimating the future by the last year in the series, it is evident that, every four years the entire population of Nova Scotia will pass over these roads. The coach fare to Windsor was formerly 15s, that to Truro, 20s. We go now to the former place for 7s 6d., and to the latter for 15s. All are not through passengers, but if we assume that 5s. each has been saved to these passengers, we have £64,871 saved in fares alone—to say nothing of time, health and shelter, and of the saving on the carriage of horses, cattle and other freight, for the last five years. Let us hear no more about the burthen of the railroad. With three facts before us, we can see as far into the millstone as the member for Cumberland himself.

There is a point of some delicacy to which I must refer. The hon member for Cumberland the other night stated that the hon Mr McNab had been dismissed from his office in some rude and discourteous manner. Now, sir, I am not aware of any discourtesy; I am quite sure that none was intended. The moment that Mr McNab separated from his party in 1857, and took office under their enemies, it was quite apparent that if we came back to power he must go out. When our friends met in February last to answer the summons of the Lieutenant Governor, it was evident that no government could be formed on any other conditions; and I have no hesitation in saying that after what had taken place, I would not have gone into any government which included Mr McNab. But, sir, nobody wished that what all felt to be inevitable should be done in a discourteous spirit. The hon and learned President of the Council was asked to go to Mr McNab and inform him, in the most courteous manner, of the decision of our friends, that his office of Chairman of the Railway Board must be vacated; and my hon friend the President gave us all to understand that he had conveyed that message in the most delicate and courteous terms, and that Mr McNab had at once said that his place was quite at the disposal of the government, and that he would offer no obstruction to our arrangements.—In fact, sir, we all considered, myself among the rest, that his office was resigned—the inevitable necessity of having the seat vacated being, as we supposed, comprehended as clearly by himself as by us. It was a painful separation, but he had left us—had chosen his path, and the consequences we assumed had been calculated and foreseen.

The hon gentleman alluded to what I said the other day, that if I had chosen I might have remained at the railway board. I did say so. Perhaps I have often thought so; I have no doubt at all that if I had expressed the slightest desire to remain, all my sins might have been passed over. But, sir, the hon member for Cumberland little knows me if he supposes for a moment that the idea ever floated in my mind, or that I had the slightest desire to remain. I knew the gentlemen who were to compose that administration, and had I remained, I should have been dragged

through this mire of extras, &c., of contractors, of home engineers not sustained, and foreign engineers brought here to compromise my independence and waste the resources of the country. Therefore, sir, whatever might have been the mild intentions of the late government, I thank providence every day of my life that no weakness ever influenced me to yield, and that the temptation, whatever it may have been, was resisted. We are told the *Gazette* would have been "extraordinary" if it contained nothing but the appointment of Mr McCully, to the Solicitor Generalship. Gentlemen know right well all the Solicitors General we have had in this country for a few years back; and I ask any dispassionate man on the other side to look at the list, and say if they do not think that Jonathan McCully will find time enough to perform all the duties as well as some we have recently had. If we are to believe the public documents, all that one Solicitor General used to do, was to violate his oath and publish the secrets of the council; that is all the good that his colleagues could find to say of him after he retired. Now we have a petition from that same gentleman wherein he states that he really got up the revised statutes whilst the two other gentlemen have carried off the pay. Surely we can have no more ridiculous spectacles exhibited by making Mr McCully the Solicitor General.

A reference was made, which might also have been spared, to the Sergeant at Arms in this house. All I can say, is that the present Sergeant at Arms, does what the late occupant did not; he sits in his box, and preserves the dignity of his office. In the House of Commons, Lord John Russell's Brother is the Sergeant at Arms, and he does not think it beneath his dignity to sit in his chair and attend to his duties. But we were all pretty well disgusted with the late Sergeant, who did nothing but ramble about the house, as if he was a member. If Mr Joyce gets £75, Mr Grassie got the same salary, and his travelling fees all the way from Annapolis besides.

The hon member for Cumberland said he would hold me accountable for the errors of Mr Mosse. Well, he can hold me accountable for having first employed him, and for having protected him through the three years I sat in the railway board. I need not now conceal that the late board thought him an extravagant officer; and I believe that nothing but my protection retained him, down to the time when the government broke up. I did what I thought was right for a young Nova Scotian seeking his fortunes in his own country, but I do not think that I have met a very grateful return. Mr Mosse now pretends that he was aware of the mistake at Grand Lake. He was my officer, or rather an officer of the government, and not Mr Forman's, and why, if he knew better, did he not give me the benefit of his service and information at the proper time? Why did he not point out to me that the sounding rolls were insufficient, and where the defects were in the surveys? He and he alone, measured the Bog on Forbes