

acter. He described him as a tyrant, a despot, a bad man, capable of taking bribes.—But mark, he says, I am only dealing with his public character. I, for one, would not be much inclined to accept a disclaimer of that kind. And I do not think that Mr McCully of his friends will draw such nice distinctions. The member for Cumberland said that that gentleman made free, drank wine and ale at the public expense; but, after every stab, he told us, But mark, I do not touch his private character. While the champagne was going down his throat, we are to suppose, he drank it in his public capacity. The chairman might be refreshed, and the gentleman ever so thirsty—(laughter).

I regret much that the story of Smellie has been brought here, as I think it ought not. I do not feel obliged to defend any one farther than is just, honorable, and humane. Mr Smellie is nothing to me; I merely extended the courtesies of my house to him while he was engaged in my office; but I am bound to say all that I saw of his conduct was creditable and to his honor,—and this should never be forgotten, that he defended the public treasury, and the interests of this country, before the railway committee, against a powerful combination of contractors, when others shrank from their duty.

The hon gentlemen has made statements twenty times over about Dan Cameron, the burden of his song is ever this Dan Cameron. Who is this person? He happens to belong to the yeomanry of Picton, one of a class whose hamlets you may ride round for a day, and not see the marks of destitution or degradation or rascality among the men.—He was one of those railroad contractors who did not please Mr Laurie, who would not support the late government, and the member for Cumberland never brings his name here, but coupled with ignominy and fraud of various kinds. But the learned member will be disappointed in his efforts, even though he should make thirteen other speeches on the subject, when the facts and contrasts, to which I will now turn the attention of the house, come to be widely diffused and understood by the country. Up to the time when I left the Railway Board, we heard but little of the extras, although they have formed such prominent topics since. I ask gentlemen to allow their minds to accompany me back for a few moments while I refer to these questions. During 1854, 5, 6, and the first quarter of 1857, the Railway Board over which I presided, expended about half a million of money, over as difficult a country as any subsequently traversed. The contractors were mostly poor men, hardly one of them owning £500, and yet they contrived to live and carry on their work, and after an expenditure of £500,000, very little was heard about extras. I left the office on the 21st of March, 1857, and we soon then began to hear of bottomless lakes, fathomless bogs, oppressive contracts and defective surveys. I happened in the summer of 1857 to go up to the Lieut. Governor, and His Excellency handed me a statement amounting to about £36,000, which,

I was told, consisted of extras authorized by me. That I denied on the instant, and afterwards, in a public letter, in which I charged myself and my colleagues with all the extras of which we had any knowledge. I admitted that Mr Forman had paid, and was paying, other extras for draining and such work, which he conceived he had a right to pay under the contracts, but which I denied his right to pay till they were reported to and sanctioned by the board. Some of these I found had been paid without the sanction, and sometimes without the knowledge of the Board. I charged myself, however, with all the extras for which I considered the board responsible. The custom was, for Mr Forman to send down a report, on any change, or modification, or new work recommended. In every case the subject was sifted and discussed. "Approved" with my signature, or the Board's initials, was marked on each of these Requisitions. These papers are in the Railway office, and will speak for themselves. Taken together, they include £19,232 19s. 4d., of which, at least, one-fourth were only reported and authorised in Feb. 1857, just before I retired from the Board. The extension into Windsor, which cost £8627 6s. 8d. can hardly be called an extra, as it increased the length of road by a mile. But, it will be perceived by the house that about £36,000 of extras had been authorised by the old Board, or sanctioned by Mr Forman, before Mr Laurie came into the country. It is but fair to all parties that this should be known. When I saw the list months after I left office, it included heavy sums to cover the Lake fillings east and west. Towards the autumn of 1857, the Government papers rang with defective surveys and contractors' claims.—The unfathomable lakes and difficult bogs got deeper every day, and we were told that the contracts could not be finished. By and bye the plot became developed, and we found that a combination of Contractors was formed against the interests of the country—formed as closely and compactly as if it had been incorporated by act of parliament. When the house met, it was discovered that for months they had been obstructing and bullying the Board on one day, and the Engineer on another, and making all the interest they could with the existing government.

In this way the public works were delayed, and the board was rendered comparatively powerless to deal with the difficulty, because those contractors had friends at court and behind the scenes. When the house met, the member for Annapolis came down and reported a committee to which these claims were to be referred. I think the learned member might, before forming that committee, have consulted me, as knowing somewhat of these claims, and have asked me to form a committee to take charge of these affairs and do what was right to all parties. Instead of that, he reported my name as one of a committee, on which there was a decided majority whom I knew would control me. I retired accordingly. A committee composed of the learned member's own friends, went out,