

whom a few hundreds were spent in rum and debauchery, are left behind to count the cost of these sublime operations.

It is not true that I courted the Irish at Windsor,—I never asked one of them to vote for me; and I have won my elections twice without their aid, and yet, at the same time, I will repeat what I said at Windsor. I will protect Irishmen in the enjoyment of their common rights; let no man break into their houses or molest them. Though I am independent of their support, they shall have my protection; and they will find that I have twenty years of confidence and kindness to remember, and three years of injustice to forget. As regards the railroad, I did not speak to a navvie or employee on the road; but when I saw these poor fellows dragged up to the polls, and under the influence of liquor, induced to vote against me, I sometimes said to myself, "Forgive them—they know not what they do."

There is one thing which will not be found in all my railway policy—a batch of conspiring Contractors banded together to support me, permitted to rob the people of Nova Scotia, as the price of their support. But are there not other Counties, untouched by the Rail road, where I have won some favor? Did I not go into Lunenburg, for half a century a Tory borough, and without money or friends, win the County. Can it be said that I bribed that fine County (every seat in which has been won twice over) with my railway expenditure? I could have secured a seat in Queen's, and no one can say that County was bought by railways. Then there is King's, Victoria, Shelburne, represented by friends, who would give me a seat in either if I wanted it. Who believes that in Yarmouth, Digby, or even Annapolis, I could not have been elected had I chosen to offer? To win even Cumberland again, I should consider but an ordinary feat, requiring but a pair of good horses and a month of fine weather.

But the Doctor tells me I am no statesman. Perhaps not; but is he qualified to judge? I hold in my hand a list of some twenty measures, originated and carried by myself and my friends, which were thought to exhibit something like statesmanship. But I ask, what has he done? Has he produced one measure worth a farthing? Has he ever put on the table of the House a single bill that was worth an hour's consideration? I will follow him into his own office. I sat there 4 or 5 years under Sir John Harvey and Sir Gaspard Le Marchant; let him turn to the elaborate reports on the resources of this country, which were sent Home during that period, which have become part of the public documents of the mother country, and furnished facts for standard works of reference. Where are the state papers he has transmitted through his incumbency of office that I may make the comparison? There are none; and I believe it to be a fact, that during the six years since I left the Provincial Secretary's office, only one blue book has been sent to England.

The member for Cumberland knows right

well that ever since I entered this house in 1836, my name has been connected with every public measure of importance, calculated to advance the interests of the province. These would remain behind if we died to-morrow. His legacies would be a few plenary speeches and any amount of personal defamation.

But we are told that these railroads have cost an enormous sum. We are now in a position to count up the cost—the road having been completed to Windsor and Truro. Here is the result: The construction of our roads have cost £1,050,412 for 92½ miles—being about £10,320 currency, or £8,256 sterling, per mile. Let me first show that our works contrast favorably with those in other countries. In Belgium their railroads cost £18,000 stg. per mile; the German roads cost £13,000; the French £26,000; the English £40,000. The average of European railroads is £24,000; so that our roads cost £15,000 less per mile than those of the Old World, and £4,774 less than the cheapest railroad in Europe. Our roads have been built from £888 per mile less than those of the State of New York, and £1,673 cheaper than the Grand Trunk, not including the cost of the Victoria Bridge.

With all our blunders, whatever they were, and with all the waste fairly chargeable upon the gentlemen opposite, it is apparent that while our roads are of a superior character, we have got them remarkably cheap. Let me now estimate the weight of the millstone. This must be calculated by the interest paid, which is £178,000.

Our revenue in 1853, the year before railway construction commenced, was £124,514. The increase, to be fairly credited to the stimulus which this expenditure gave to every branch of industry in 1854, 1855, and 1856, without any increase in the tariff, bear in mind, was £58,824, reducing the burthen of the interest to £119,176. In 1857 the 6½ per cents. were raised to 10, and the revenue for the last three years, as contrasted with our income in 1853, gives us £112,311. Add to this the surplus Railroad revenue, deducting the over expenditure of last year, and we have £4,199; so that adding the increase on the 10 per cent, and the income of the roads, and the whole amount has been met by this simple operation, less £567 only.

But take another view of this matter. Assuming that £112,311 represents the real burthen, against this we have £50,000 of Province paper issued expressly for Railroad purposes, which bears no interest, and of which the country has got the benefit. This leaves but £62,311. Let us see if the railroad has not saved us much more. Up to 1856 the number of passengers who passed over our railroad was

	8,407
In 1857	50,844
1858	50,422
1859	71,885

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We used to be told that there would be no passengers, but here we have a number nearly equal to the whole population of the

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