

Not only has the price, therefore, been rapidly increasing, but the consumption has been increasing in the same ratio, and I am not quite sure but we would have had to pay by tender and contract, in 1867, fully \$3 00 even for the wood in an imperfect state. There is the best evidence that before the end of the five years we would have had to pay \$3.25 or \$3.50 per cord; and I therefore think that the hon. member is likely to make about as much advantage out of this transaction as out of the others which he so bungled. He evidently feels that he cannot do worse than he has done, and he continues floundering about in the hope that something will occur to better his position. In connection with this subject, I am in a position to furnish the opinion of one whose experience of twenty-five or thirty years should entitle his views to some consideration. Before entering into the contract, having some doubts as to the propriety of making an agreement running so far ahead, I made enquiries of the locomotive superintendent, and he stated that his experience led him to believe that wood obtained at \$3 per cord is cheaper to burn than coal. It is supposed by many that as the railway will run to Pictou harbor, opposite the coal fields, where an inexhaustible supply is to be obtained, it would be cheaper to burn coal; but experience shows that the contract with Mr. Hyde was dictated by economy, and is likely to prove advantageous to the department.

Mr ANNAND.—As the hon gentleman has chosen to make an attack upon me, I would only tell him that if I were disposed to give him a certificate of character, I would quote the language of Mr Archibald, who described a certain building across the harbor as the appropriate place for the Railway Commissioner. It is unfortunate that the hon gentleman did not hear my remarks, for they did not relate to the prices, as I knew nothing of them; but I contended that it was a piece of administrative mismanagement, with the railway running into the heart of a coal region, to enter into a contract for the supply of wood for five years. I am content to leave it to the judgment of any engineer to say whether that was a provident bargain or not, and I know it is contrary to the reports made by the engineers of previous governments. The hon member is one of those gentlemen who came in on the cry of retrenchment, and his idea was that the late commissioner should receive £250 instead of £600 per annum, but he himself has found no difficulty in taking £600 a year while he has been in office. The hon member's consistency, however, shews itself in everything. A few years ago he proclaimed that "rum and railways were the ruin of the country." I am not prepared to say whether he has changed his views as to rum, but we know that he has not hesitated to accept the post of Chief Commissioner of Railways. As to his capacity for that position, we will ascertain whether the General Government, requiring the services of first-rate men, will continue his engagement.

Hon. PROV. SEC.—As to the statement that the hon. member for East Halifax and his colleagues on the delegation withdrew their hostility to the Intercolonial Railway immediate-

ly on the passage of the Union Bill, I would ask whether he has any information of Mr. Howe going to the gentlemen whom he had urged to oppose the guaranty—whose opposition he had boasted of—to one of the most talented members of the Commons, Mr. Lowe and confessed to them that he had deceived and misled them. If he did so, and if he asked permission to withdraw the statement that our credit was not worth a dollar, and that a man trusting British America a pound would lose it, because we would repudiate the debt, then he is in a position to say that their opposition to the railway was withdrawn, but he must not tell me that the opposition was withdrawn. After the Union Bill was endorsed by an overwhelming majority, that hon. member in the house and in the press did his best to defeat the project and to prevent the Provinces having the benefit of three millions of pounds sterling expended among them. I could take up the paper edited by the hon. gentleman and could shew the house that day by day he denounced the railway as a worthless expenditure of the public money. If he and the party with which he co-operates could succeed in deluding the people of the County of Halifax and of the country, into believing his statements and supporting their candidates they would prevent the construction of a mile of railway in the Province. The portion of the line which is ready to be taken up at once is the portion between Truro and Moncton, but if these gentlemen could succeed in procuring the return of nineteen members to the House of Commons, pledged to demand a repeal of the Union they would cut off this Province from the rest of British America, and what government could be found in Canada willing to expend a dollar on a line of railway until the lapse of half a dozen years when the safety of the experiment was tried?

If the hon. member can convince the people of Canada and New Brunswick, who will be united, because New Brunswick will send a united phalanx of union men to strengthen the hands of the first government to be formed to secure the construction of the road, that he has withdrawn his opposition in the face of his declaration that the business of the remaining portion of his life would be to cut off Nova Scotia from the rest of British America, making St John the terminus as a matter of necessity, then he will have to take back these declarations which he has made in the press and on the platform. But while the paper under his control and the party with whom he acts are putting repeal on their banners, and showing a determination to obstruct the union, if I were a Canadian or a New Brunswicker with a seat in Parliament, I would say, "Hold your hand; if Nova Scotia is determined not to assist in carrying out the great objects of union, and to break up the Confederation, it would be an act of insanity to spend a dollar in Nova Scotia until the question is fully tried out, and until ten years hence it is seen whether repeal is to be the motto, or whether Nova Scotia is prepared to show the benefits flowing from the Act of Union." The position of the hon. member and of every anti-unionist at this hour is the position of total antagonism to the Intercolonial Railway, and if the people of Halifax and the rest of the Province expect such men