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commendation, or who were appointed by the Liberal Government. and, indeed, I have always been careful to abstain from affording the slightest pretext for treating any gentleman so situated as an enemy of the Government. Perhaps, if I did seek information by that means, I could submit to this House a much stronger case than I have now submitted. But the matters I have stated are matters of notoriety, and are discussed freely amongst the people of the Lower Provinces. They are matters which have been discussed very freely amongst the members on both sides of this House since we began this Session. The rumour I refer to is that, some two or three weeks ago, there were no less than thirteen locomotives waiting for repairs at Moncton, in a condition which rendered them entirely unfit to be used on the road. If this is true, it can scarcely be contended that the rollingstock of the Intercolonial has, during the past year, been maintained in the excellent condition in which it was found when ion. gentleman opposite took office. At that time we could all point to the Intercolonial with pride as being inferior to no railway, and superior to nearly all, on the continent. I hope and trust sincerely that the Minister of Railways will be able, not merely to assert that the road is in as good a condition now as formerly, but prove conclusively such is the fact. SIR CHARLES TUPPER.

Sir Charles Tupper : I am quite aware that the hon. gentleman who has just given such a graphic and deplorable account of the Intercolonial Railway is only re-echoing in the House those statements which a party press has been generally diffusing throughout the country. But I am consoled by the reflection that it is nothing new to see a great organ of public opinion sacrificing, as far as it can, the interests of the country, to misrepresent the conduct of its political opponents. The people, for ten or twelve years, could not take up this paper, the leading organ of hon. gentleman opposite, without noticing a column of "smash-ups and crash-ups" on the Grand Trunk Railway. to a very deplorable condition. It has Generally, it has been inserted from

ciency of the road is thoroughly maintain. denunciations of the gentleman in charge ed, and that the plant and rolling stock of that road, who, if the organ of the were never in better condition than at party of bon. gentlemen opposite is to be believed, was the most unfit man in the present. Any number of repetitions of a statement of that kind will not convince | world to be entrusted with the lives and property of the people. Yet, we are all the public of its truth, unless it is supfamiliar with the fact that, when a perported by evidence of a strong and satisfactory character. I think it would be necessary only to appeal to the experience of the hon. members of this House, coming from the Maritime Provinces to throw the strongest doubt upon the accuracy of that statement. Accidents have been very numerous. To my own knowledge, the arrival of the northern mail from the Upper Provinces at St. John, during some weeks past, has been very irregularsome days two or three hours late, and some days seven or eight hours late. The report always was that the mail train was it for party purposes. When did the hue delayed, either because of some freight and cry as to the deterioration of the Intrain having broken down, or because the tercolonial Railway commence? At the mail train itself had suffered a calamity of very moment when those hon. gentlemen some kind. I heard a few days before I were brought face to face with the fact came up here, from a respectable gentle- that, under their management of this road, man from my own country, a touching ac- the public had suffered an enormous loss count of the hardships he had had to en- of money, through the greatest possible dure. He drove in the first place, sixty extravagance in the conduct of its operamiles, to take the train at Bathurst, and tions. When that fact came out, that arrived there an hour before the train was organ and its satellites, great and small, due. He went to the railway station and threw themselves into battle array to deremained there from ten o'clock at night nounce the management of the Interuntil about seven o'clock the next morn- colonial. They ought to remember that ing, before the train arrived. News came every man that endeavours to excite from time to time, that the train was on alarm in reference to travelling on that the road, detained by some accident, but Road, or strike a blow at the traffic and that it would arrive shortly. He and business it requires, in order to prevent others were detained all night at the sta- the public exchequer from suffering tion, waiting for the train. When the by paying half a million a year, in the train arrived in the morning, he was com- future as in the past, for the carrying on pelled to take passage from Bathurst to of its operations, is acting unpatriotically, Moncton in a smoking car, because the and sacrificing the interests of the public first-class car had given out on the way. for party and unworthy purposes. It This was one of many accounts of acci- would be idle for me to make statements dents on that road. Sometimes it was the track that was torn up, sometimes a from personal knowledge, as I am not wheel of one of the cars that gave way, competent to express a trustworthy opinion sometimes the locomotive itself had broken on the subject. I must be guided and down, and so delay was occasioned until some other locomotive came to the rescue. On more than one occasion, I think, passengers have been compelled to travel long distances in second class cars. I have seen it stated in the newspapers that, on one occasion, a car gave out and the passengers were divided, the women and children being put into the Pullman car, and the men into the smoking car. I have heard a gentleman sitting on the other side of the House state that, in the first place, he for the ablest and most efficient man to was delayed because the regular passenger assist me by examination of the Intertrain did not arrive in time; the mail colonial, and as to the number of persons train, however, made its way to the station where he was waiting ; after much difficulty he forced his way into that train despite the conductor; at Campbellton this train was stopped because one of the car wheels gave way; at Chaudiere, Quebec, the same train was again stopped because another wheel had broken down ; and so they made their way along this road. I have heard an hon. member from Prince Edward Island state that he was four days on the road from Moncton or Pictou. One day he was detained at Campbellton, that being on Sunday, but three days were occupied in doing the work of two days. There are many other sufficient knowledge of his reputation and members in this House who could recount character to warrant me in placing confiexperiences of a similar kind. These accidents have occurred so frequently that the impression is general that the road and rolling stock have been allowed to fall into a very bad condition indeed. I heard, as I was coming up, of a rather characteristic accident, in which the whole bottom of a car had all but fallen out of it. I that, in his death, the country has sushave not made any effort to gather up a tained a very serious loss, because I large number of cases, as I might have scarcely know where to find a man equally done, but I do assure the hon. the Minister of Railways that he is entirely mistaken if he supposes that any assertions but were cautiously and carefully proor assurances of his, no matter how sincere | ceeded with in the light of knowledge, exhe may be, no matter how earnestly they perience, and practical information of the are made-he is always earnest in making highest character I could obtain. The these statements, -- will satisfy the public chief management of the Intercolonial is that the road is efficiently managed, and in the hands of Mr. Schreiber, whom I that the economy he is pursuing there is a found holding a high position under my true economy. Many of us in the Lower predecessor, and who was placed in the Provinces were inclined rather to laugh at Intercolonial Department, in connection one specimen of this economy. The with the operations of this Railway berumour spread that, in order to save the fore we went out of power, after our satexpense of polishing the brasswork on a isfying ourselves that he was eminently number of locomotives, all the brass was covered with paint, and this we now know for the discharge of such duties. The to be true. However, I am not disposed leader of the Opposition, last Session, to quarrel with any saving which will not impair the efficiency of the road, or deteriorate the character of the rolling stock. In a country such as this, where we can- His report has been laid on the table and, not afford to waste any money, I would after carefully investigating this matter, be rather disposed to commend the ex- Mr. Schreiber commits himself to the detraordinary economy of painting the brass- claration that the efficiency of the road work of the locomotives, for the sake of and the rolling-stock was never superior saving the expense of polishing them. to the present. I ask what has the hon, The rumours of which I have spoken member for Gloucester to place against reached me in such a way that I can scarce- that statement. Is he prepared to disly doubt their truthfulness, but I wish the pute it from the few idle stories he hears Minister to understand that I have obtain- from one person or another? Everyone ed none of my information from parties knows from the public papers that there connected with the road; I never put a has been, during the last two or three

sonal or party object was no longer to be gained by continuing that style of abuse and denunciation, the same organ was prepared to sustain that same gentleman as the best to be found. in the interest of the country to take charge of this great public work, the Intercolonial Railway. I am consoled by the reflection that the past conduct of that party organ has rendered the public mind familiar with its tactics and the unreliable character of the statements prepared, echoed and re-echoed by here as to the condition of that Road, governed by the testimony of professional men. I have, in the first instance, the testimony of a gentleman referred to by the hon. memder for Gloucester (Mr. Anglin), the late Mr. Tandy, respecting whom that hon. gentleman threw out the insinuation that the person who recommended these reductions was found, subsequently, holding a position of emolument under the Government. I knew nothing of that gentleman. I enquired employed in connection with it-as to how far economy could be practised, while maintaining the efficiency of the road and rolling-stock-and I was told that in Mr. Tandy, a gentleman of whom I had never heard, and whom Mr. Schreiber had never seen, of whom he knew nothing but that he had been recommended as the best and ablest man for that purpose, I should find a suitable officer. I was largely influenced in the reductions made in the staff by Mr. Tandy's statements as to how great an economy could be effected while yet maintaining the Road and its rolling stock in the highest efficiency. I believed I had dence in his statements. I subsequently asked him if he would, as Inspector of the rolling-stock, undertake to carry out those economies and yet maintain the efficiency of the Railway. I was fortunate thus to retain his services. I regret he has since passed away, and I believe efficient for the purpose. Those economies were not made as a matter of experiment, qualified, professionally and in every way, bore testimony to the high character he considered Mr. Schreiber was entitled to, and to the confidence he had placed in him. question to anyone connected with the weeks, an unusual number of mishaps of

