Riviere do Loup Branch, 124 miles of adwithout time to obtain taxed the rolling-stock of the Intercolonial, we obtained from the Grand Trunk Railcould not obtain what were necessary to Thus, the managers of the road have been placed in very great difficulties. Rollingstock could not be ordered until the title of the Riviere du Loup Road was obtained by the Government, which was only in August last. It was not possible, afterwards, to procure the necessary rollingstock for the demands of the road. All the principal officers of the Intercolonial were in the service of the late Government, and I have the utmost confidence in them. I have already said that any economy obtained by allowing the road and rolling-stock to deteriorate would be the greatest extravagance. I am prepared to show that all those attempts to alarm the public mind, to prevent people travelling on the road, and to prevent its success, are unworthy, and are founded on misrepresentations, and that the management has been so successful as to have enabled the Government, with a decreasing traffic to show, instead of an enormous deficit, the previous deficit reduced to a comparatively insignificant figure. I am glad to be able to assure the House, notwithstanding all detraction, that the condition of the rolling-stock is all that could be expected, and will compare, most favourably, with that of any other road. Hon, gentlemen opposite ought to know gentleman would hold that, down to last year, the rolling-stock the Cabinet responsible for acts of deficiency in their time, to less than \$100-000, which I confidently expect in a year to extinguish altogether. I expect its revenue will suffice for its expenses. such unpatriotic speeches as have been made to-night, based on idle rumors, so alarm the public mind as to prevent the road performing the duty expected of it by the country. I put it to the people as to its improper condition. In so attacking the Road, people are only echoing the most malicious and unfounded hon. gentlemen opposite--an organ which, character of and holding up to execration ready to take it all back, and sustain the same man as the ablest public man for a Railway Manager to be found in this country, when it suited the purpose of its party to take that course.

HON. MR. MACKENZIE. Mr. Mackenzie :- I have no intention of entering on any discussion of the condition of the Intercolonial Railway, until I have examined the documents brought or to be brought before the House. I asked the hon, gentleman not to continue such gross attacks upon members on this side of the House, without a particle of justification for them. I defy the hon. gentleman to point out a word I ever said. anywhere, since I left office, about the Intercolonial, either to its disparagement or injury.

Sir Charles Tupper: I do not think the think the hon, gentleman understands me interested in the Intercolonial, to make any reference to him.

Mr. Mackenzie: You said the words -the gentlemen opposite and their organ. Sir Charles Tupper: I referred to the Globe as the organ of the party, and the (Mr. Anglin) and the hon. member for Inverness (Mr. MacDonnell).

the House? Sir Charles Tupper: Yes. the Intercolonial Railway, and now it charges us, besides, with doing great injustice and injury to a public work. Are we never to say a word about any shall cease to travel by it? The hon. gentleman wants to shut every man's this House in order that he may be able to continue his mismanagement of this work. There is no member of this House who has travelled over this road to take has really become unsafe. Sir Charles Tupper : No.

friends made the Grand Trunk a political the Intercolonial a political machine in consequence, got off the track, cutting it up the present time. The hon. gentleman's for some distance, and doing other damage. puny attack upon a great newspaper is | It was said that this accident would not only to be laughed at. We will be able occasion more than a couple of hours deto see, from the statements to be laid be- lay, but being only two miles from the fore the House, in what condition the Junction, and being also in a hurry, I traffic of the road is. We will be able to started to walk. I was told subsequently see how much traffic has been carried that the train was delayed from 11 o'clock, over the road. The hon. gentleman speaks | the time at which the accident took place, of the decrease of the traffic. Has the to 7 o'clock in the morning, and, as the traffic, then, really decreased? The traffic ordinary express was coming up behind, I was a passenger on the train with the was rapidly increasing at the time I left that train also must have been detained. hon. member for Northumberland (Mr. office, and everything was in excellent After they started in the morning, I Snowball), and I can confirm his stateorder. Now we are told, by every person understand that other mishaps occurred, ments. The hon. member for Colchester, to occur after the 15th of the month, and that travels over that road, that not only but these, as I was not then on the train, (Mr. McKay), was also a passenger and the rolling, stock, but the road bed is get. I will not refer to. Now, there seems to one of the principal grumblers at the

coming up from Halifax, blocked up, to see that, even for economic reasons, been. The hon. member for Gloucester | management of the Intercolonial Railway, stopped and paralysed a great number of this great national highway, which cost has said that there are a large number of and you may take up any of the newsrailroads: that the great and sudden so much to build, shall be maintained in locomotives in the round-house at Monc- papers, whether Conservative or Liberal, changes of weather have tried the rolling- a proper state of efficiency. The hon. ton under repair. I know that, about and find almost every week, and somestock of the Intercolonial in a very un. gentleman was never slow in attacking the the first of January, there were eight times two or three times a week, reports usual manner? But, notwithstanding this policy of the late Government in reference locomotives at Richmond, some of which fact, and that the purchase of the to the road. At the time of the General Election he got a Mr Black to grossly I think that, in view of these facts, an Montreal is delayed ten hours at least. misrepresent statements made in my office inspector should be sent over the road, The rolling-stock is not in complete repair, rolling stock to operate it. has severely and elsewhere, and he came out with false and something should unquestionably be and along the line of the Intercolonial statements in the Halifax papers in order done in the matter. The public complain much dissatisfaction prevails in reference to influence the elections against us. that locomotives are hired from other to its present management. That man was afterwards rewarded by railways, as the Minister of Railways adbeing appointed to a position on the road This road has been used as a political are lying in the shops, and the shops althat he will not be able to prevent a free discussion of the mismanagement of this road of which he has been guilty. MR. DOMVILLE

Mr. Domville: The hon, member for Lambton (Mr. Mackenzie) says that there is not a single member who has passed over the road who has not met with an

Mr. Mackenzie: That I spoke to, Mr. Domville: There is the hon, mem-

ber for St. John (Mr. Weldon). Mr. Weldon: but we were delayed a little by a break down.

Mr. Mackenzie: There is another testi-

Mr. Domville : Well we did break down on the road. The engine which took us to Metapedia got out of order, and we were detained there for an hour, but we got into Montreal on time. With reference to the remarks of passengers, about the dilapidated condition of the rolling stock, I cannot understand how a firstclass passenger can obtain much information about the rolling-stock on his or about the road-bed. The hon. of the Intercolonial was charged to capi- subordinates. I have no doubt that there tal account, and cost \$125,000 for the are faults to be found with the road, as years 1877-8. How much rolling stock with all roads, but I think to throw dis- then it is a pretty good story. I was people of the Dominion, and to many in does the hon. member for Gloucester sup- credit on that road, is not fair to the aboard that train as far as Truro. After was put on as a charge tleman should have made a specific charge. ting, and, as soon as we returned, an that accidents are continually happening exaggerated and well authenticated. to revenue? One postal car. We have He should have stated the real grievance, the road and rolling-stock and have explained how the rolling-stock through that cutting. The road was on that railway. We connot hide these and reduced, something like \$500,000 of a was diminished. I have not observed the depreciated condition of the road, and until I knew it to be so, until I was assured of it from a more reliable source o'clock to eleven o'clock the next morning. unless hon. gentlemen opposite, by just than mere rumour, as it is most unjust to the operatives of the line to complain in stantiate such precarious charges.

MR. MACDONNELL. whether the fact that not a passenger on that the hon. the minister of Railways and that the country was calling upon us the Intercolonial lost his life last year is should have charged me with trying to to take a stand in the matter. Now, 1 puts it; I merely made a plain and simple not a proof of the falseness of the stories create an alarm as to the efficiency of the take exception to those remarks altogeth- statement of facts. The hon. gentleman slanders published by the party organ of the number of accidents which have occur- as these-all, with one exception, made on - in fact he stated as I have said, after devoting twelve uary last. I did so, as I stated at the me extraordinary, that hon. members years to the work of breaking down the time, for the purpose of dissipating any should get up and make charges which alarm that existed in the mind of the pub- they are unable to substantiate, except by the road is not in an efficient condition. He says that the purchase of that section | for Gloucester (Mr. Anglin) to the alleged Levis, was a great strain on the road, and am sure that neither you, Sir, nor any rolling stock as the hon. inefficient state of the road-bed

MR. SNOWBALL. of ascertaining some particulars in regard to the management of the Intercolonial. I can assure the hon. the Minister that there are portions of the country in which complaints are numerous in reference to the management of the road. remarks of the hon. member for Gloucester | the management are very strong, Persons Mr. Mackenzie: To what they said in in reference to the condition of the road. to Halifax, the train at the way station at Mr. Mackenzie: The hon. gentleman which I embarked was four hours behind the road. There was a man who might alluded to political gentlemen here making time. I know of no reason why the train be said to have authority on the subject, disparaging and untrue remarks about should have been behind time on that oc- stating that the Intercolonial appears that he is not able to lay his hours behind time. It was quite a serious is one gentleman, the member for Northfinger on any such observation. He matter for the steamer that should have umberland (Mr. Snowball), who goes Government work for fear of injuring it? amongst the passengers, on account of Are we not to be able to expose mis- this delay, and I understand that this demanagement of this road for fear people tention of the steamers in this way is not an uncommon thing. The passengers who came down on that train complained of mouth and prevent a free discussion in the road being rough. On my return from England we experienced undue delay in getting away from Halifax. I do not blame the Minister for this, because he could not control it. We arrived at 8 his seat, to whom I have spoken, who o'clock in the morning and were informed has not told the same story. Some of that we would get away immediately. them have met with three accidents in but instead of that, we had to wait in the course of one journey, and the pre- Halifax four hours-until 12 o'clockvailing opinion is that the rolling stock and only two hours before the departure has run down to such an extent that it of the regular express. After getting under way, we commenced to lose time, and did not arrive at Moncton until the time Mr. Mackenzie: Why, the hon. gen- the regular train was due there. It was a tleman has admitted that, owing to a clear, cold day, and this further delay train of circumstances, a very large num- should not have occurred. We left Moneber of accidents has taken place within ton and partly ascended the grade, when the last three months. He does not deny to our surprise, we came down again. that an unusual number of accidents has This they kept.up for a considerable time. taken place, but he says that they were I had been away from home for some caused by snow storms. Why, a large months, and, being so near home, I was number occurred when there was no naturally uneasy at this detention. I got snow. The hon. gentleman makes an at- off the train to ascertain the trouble, and tack upon the Globe. I dare say the Globe found we had to go back to Moneton for is able to defend itself, but I would like assistance. At Moncton an engine was the hon. gentleman to point out any obtained, which shoved us up the grade. passage in that newspaper that will justify | Further on, the train continued stopping. his extraordinary statement. That paper Upon making enquiries in regard to this very probably denounced the mismanage- stoppage, I was told the axles of the enment which existed for many years in the gine, which had just come out of the direction of the Grand Trunk Railroad, | machine shop and had not been previously where much public money was sunk. It tried, were red hot, and that they were is the business of every newspaper to de- in danger of being twisted off. After a nounce mismanagement of this character. great many delays, we got as far as Everyone knows the hon. gentleman's Barnaby River. The next mishap we

had been there for nearly twelve months. train carrying the mail from Halifax to mits, to do the work of the road, whilst which he was not capable of filling. a large number of our own locomotives in reducing the time of those employed in the machine shops at Moncton and that, under the late management, each locomotive was required to take so many loaded cars, and I believe the minimum was fourteen or fifteen. It is now asserted that it is hard to find a locomotive that can take twelve full cars, instead of being able to take about twenty. If these facts are true, this, I consider is the place to ventilate the grievance. I know that upon this question, and I do so in a friends that it is a very rough one. Inured constant travelling to hardships, I

must confess my inability to sleep on the require investigation, and, unless something is done energetically and quickly, the road will get a reputation it will take a long time to remove. Mr. McKay: If the story told by the hon, member for Northumberland (Mr. Snowball) and all the incidents are greatly magnified as one portion of it, we left Moncton, we got stuck in a cut-Junction, something did happen, and we should be loath to accept it as a fact, got off the track. We were there some

MR. BOULTBEE. Mr. Boultbee: I only rise to take excepgeneral terms, without being able to sub- tion to some remarks that were made by Snowball). He said the condition of this Mr. MacDonnell (Inverness): I am sorry road was made the subject of a grievance,

two hours instead of being from seven

road in question. I simply, in as few er. I think the country is not calling on words as I considered necessary, asked for us to take any such stand. I am surprised information, a few days ago, in regard to that such charges should have been made ed on the road since the first day of Jan- the tongue of rumour. It does seem to however, the hon, gentleman admits that ported by some sort of proof. With regard to the reference of the hon, member every man, and every woman, and espe-Mr. Snowball : I have had opportunity cially the old women, begin to talk of the evils of the road, how the train shook how it bumped on the track, how, many accidents had occurred on it, and so on; and that is the sort of information the hon gentleman formulates against this Railof the country in which I live is deeply Railways has effected such a satisfactory reduction in the expenditure of the counusefulness of that road. But I must say, been referred to as being made in the in support of what has been said in this newspapers. I have not seen any of these House, that the complaints made against attacks upon it in the public press; but I see that an hon. Senator, the other day, from all sections of the country who have in his seat in Parliament, stated that the occasion to pass over it complain strongly Intercolonial Railway, with its rolling stock and all its appurtenances, was in a In travelling over it, a few months since, very good condition, and that gentleman was one of the Commissioners who built We arrived in Halifax three is in a very satisfactory condition. got away at 2 o'clock, but did not, in con- further than the other gentlemen. He sequence of the train being late, get away gives his own experience, and, if one, until dark. The complaints were general while listening to him, had his eyes shut, he would have imagined that the hon. gentleman was one of those ancient personages to whom I have alluded just now. I never heard such an amusing account of railroad travel; but, the hon. gentleman so mixed up matters that it was impossible to tell whether the incidents occurred on that one night that he was kept away from the bosom of his family, whether they occurred in one night, or one day, or one trip, or during a period of four months; and we do not know whether he was suffering from his own absurd imaginations, or from the effects of the absurd stories of those with he was travelling; and how it is possible that he lived, suffering from hunger and the bumping about of this train, unable to sleep by night, and, I presume, unable to night. I am at a loss to divine. But I understand the hon, gentleman is an expert in those cases. He has a railroad of his own; he has been the President Manager of a railroad, -not one, however, stretching over a distance of 800 miles, and passing through districts, in which, especially in winter, delays in the arrival and departure of trains are unavoidable : he can survey his own railway very easily from the top of any high stump in the vicinity. His experience as a railroad proprietor has not been successful, though his line is only five miles long. It went wrong somehow, and the hon. gentleman desires to get a portion of the rolling-stock from this already depleted Intercolonial Railway and the aid of its met with was the breaking of the flanges undertaking. There is an expert for you machine in the past, as they are making of the wheels of the postal car, which in If the Intercolonial Railway is in the terrible state which he says it is, then the country calls upon him, it demands that he shall not assist in its depletion by

taking away its rolling-stock to supply his own road. It wants its stock and staff as both cold weather and snow; the 13th for much as his road does. MR. ROBINSON. Mr. Robertson (Shelburne): At the risk of incurring the displeasure of the hon the Minister of Railways, I may say that ting into a dilapidated condition. It is be cause for complaints, and I am surprishe duty of every member of this Hope ed that more has not be cause for complaints, and I am surprisdelays which occurred. Reports are curdiction.

NIAL
They are driven into the river bed detaining the mail for Ottawa from the he duty of every member of this House | ed that more has not been said than has rent in the Lower Provinces against the let March, 1880.

Mr. Anglin: The House must have remarked that the tone and manner of most idle and without mechanics to repair he replied to the remarks I made when them. I do not think the Government introducing this resolution, were the tone are justified in discharging employees and of one who was deeply hurt, and the man ner of one who felt that the charges made when there are thirteen locomotives lying against the management of the Intercolonial Railway are very serious, and that eight at Richmond for repair. It is stated it is impossible for him to answer these chargessatisfactorily. He charged me with having denounced the Intercolonial Railway, and then he attacked the Globe, and he so mixed myself with the Globe that it was impossible to tell when he was attacking me, and when he was attacking the Globe. He charged me with being unpatriotic, and he spoke of the introduction of this resolution as part of a system of attacks commenced by the sought, by throwing discredit on road, to prevent its doing the work it would otherwise do, and deter persons from travelling over it. I contend that my course is truly patriotic; I am simply sleep almost upon any railroad, but I discharging one of my duties to the coun-Intercolonial. These things undoubtedly try, as one of the people's representatives. when I submit for the consideration of the House of Commons the statements I have made. All I desire is that this railroad shall be put into proper condition, that its rolling-stock shall be safe and sound, and that it shall have restored to it the high character it once bore, and which has been destroyed within the last

few months. It is too well known to the engine was procured which pushed up on it. Quite recently, a man was killed very heavy, and, before we got to the facts; and, even if we could, would it be our duty to conceal them, and allow the management to go on from bad to worse. until the road become impassable? No. Sir, it is our patriotic duty to raise our to warn those in charge that the road the hon, member for Northumberland (Mr. | stating that in some respects there had been an increase of expenditure. I did

were in a state of the highest efficiency : the Manager of the Grand Trunk, proved lie as to the state of the road—if such saying that they heard that such and such has been in possession of the road from alarm was not well founded. The bon. was the case. That is not the way our Riviere du Loup to Point Levis for the gentleman said, in reply, that he was hap- business should be done, and, if charges last few months. I think it was the py to be in a position to bring before this of this kind are to be brought forward. general impression, some two years ago, House a statement of efficiency. Now, the public will expect to have them sup- that the Intercolonial Railway was thoroughly equipped, indeed that there was an excess of rolling-stock of all kinds : of the road from Riviere du Loup to Point reports circulated against this railroad. I road ought not to have overtaxed the he apologises on that account for the man in this House, ever travelled over a said. They were unable, he says, to find long reach of railroad, without hearing a sufficient number of locomotives to do not keep the locomotives they had repair? Several of the men who were discharged from the workshops at Mone ton, were still at that place waiting for employment, and there need have been no difficulty in keeping the locomotives in The section | road, upon which the present Minister of | proper repair. When the rolling stock was falling into such a condition, why were so many men discharged? Why were the would be a great loss to us if anything try. I have not heard such rumous hours cut down to eight hours a day at should occur that would interfere with the against the Intercolonial Railway as have Moncton, while at Richmond the men 65,000, or 38,000 in the 15 days. The were working ten hours a day? Whatever the reason was, there were plenty of men to do the work, and ample means for these locomotives-thirteen, it is saidwere allowed to remain out of repair at Moncton. We have the statement of the hon, member for Northumberland that Richmond to be repaired, and one of the present writing were : these has been waiting for twelve months. | Mansion House Fund. for want of workmen or workshops. It was not my intention to work up a case. If I had wished to do so. I could have worked up a case of a much more serious character. Somebody charged me with not having sustained my statement by evidence. I have stated what I knew

personally. The hon, mambers for Ir verness (Mr. MacDounell), Northumber land (Mr. Snowball), Shelburne (Mr. Robertson), and even the hon, member for Colchester (Mr. McKay) himself, have furnished most conclusive proofs of breakdowns, delays and accidents, which fully

> Continued on fourth page. Vennor on March and April.

Mr. Vennor writes to the Montreal Wi Sir, - With the last day of February, I atch up my weather line again. And now for "March the old buster that comes in with a bluster;" I am pleased to observe that he comes in this time natural. like, and does not attempt, as he somesleep by day, if he could not sleep by times does, to conceal what "old winter." still has in store for us. He, however, certainly forgot that February rejoiced in twenty-nine days this year. March, then, will or will not support my forecast of September last, wherein I stated. "but the outline presented to me just now depicts the heaviest snow falls as characterizing chiefly the latter half and end of the winter." (Witness, Sept. 1st, 1879). From but his railroad is only 5 or 6 miles long; this date snow falls ought to commence to score. Strange as it may appear to some. the closing day of February and the entry pril, and next, for the 15th, 16th and 17th days of March; and as these indications besides being the first, are the foun. dation of the following forecast of March, I shall first refer to them. April, then, sketch as entering cold and stormy with snow up to the 4th or 5th day, after which cold rains may continue to about the 10th. the 3rd and 4th days being probably the most wintry. Next, I foresee a cold term ending in a heavy snow-fall on the 15th. 16th and 17th days of March; the 16th

snow again, and the 15th and 16th for Snow-falls are also likely to occur on the 1st or 2nd, 21st and 22nd, and the Between the dates thus given for cold

27th, one of these latter dates giving a general and heavy fall. and snow-falls, the weather of course may my American friends must excuse me, if I These pickets are really spars from ANOTHER ACCIDENT ON THE INTERCOLOagain include a moderate and reasonable eight to twelve inches at the butt.

Miramichi Adrance.

- - - - MARCH 11, 1880.

The Famine and Distress in Ireland.

gloomily and notwithstanding all the aid extended, those who are engaged in the work of administering the relief funds, appear to think the means at their disposal will run short just when they will be most needed. A Dublin despatch to the New York Herald says:-

"The distress in Ireland grows more widespread every day. It is only through the admirable machinery of famine will probably intensify during the coming fortnight, after which, for a short period, it will be probably less severe, in consequence of the employment of labour in the sowing of crops. This done, the worst crisis will follow. Jonathan Pim, who is famous for his labours in 1847, told the correspondent of the Herald to-day, that the worst time | cludes his letter as follows :would be the last fortnight in May, all through June, and the first fortnight in July. This is confirmed by experience. I think the Minister should have ex-It is also the opinion of every authority on the subject. Mr. Charles Kennedy, an active member of the Mansion House Committee, told me to-day that he believed the present Committee could manage the distress for a considerable time, but their funds would be nearly, if not quite, exhausted, when the most crushing crisis arrived.

The New York Herald Dublin despatch of 6th ult., contained the follow-

The daily, hourly cry of distress in Ireland becomes more and more urgent and wide-spread. Every day reveals new horrors in the catalogue of suffer-The outlook for the coming months is gloomier than any prediction has yet painted. No language can describe the appalling privations, the utter destitution which prevail, but a vivid picture can be found in the statement and figures below. They are un-

situation, so rapidly do matters become | the duty paid on the tin plates alone. worse. What might have been an exaggeration yesterday, will to-morrow be an underestimate. Some are living on one meal a day, of turnips or of meal. Thousands more are consuming their last potatoes. Local efforts are becoming feeble. The people are looking to

The following figures are compiled from the official returns of the local committees to the central bodies organized for the distribution of relief in Dublin, as well as from private inquiries made by your correspondent. They are vouched for by Protestant and Catholic clergy, gentry and public officials. Further returns are arriving

The returns by counties where the pondence column and, as the delay of chief distress exists show the numbers

of those suffering to be as follow :-RETURNS BY COUNTIES.

To illustrate the rapid increase of the listress, we may mention that in fifteen days after the above table was made up the returns in the hands of the Mansion House Relief organization showed that the number of suffering and destitute persons in County Mayo had increased to 80,285 -- or an increase of 15,776 and that the number in Donegal had increased to no less alarming a figure than rate of increase in these two Counties, if applied to the others, would make the number of the destitute 493,520 or nearly half a million souls-twice the

population of New Brunswick. The three funds devoted to the immediate relief of these sufferers, according to the latest available returns at

New York Herald.

1,159,810.

Colonial subscriptions have gone chiefly to the Mansion House, and Marlborough funds, in some cases through the British Government, and in others, directly. The managers of the Mansion House fund state that they will require is run is less than 23 miles an hour. £84,000 or \$420,000 more than they have received, as above, to meet the necessities of those for whom they propose to provide, and the other committees engaged in the good work need as much as they can possibly get, or perhaps more. The most munificent private subscription made-and it will not, in all probability be equalled, is that of James Gordon Bennet of the New York Herald, who gave \$100,000 on

6th February.

We are glad that a movement for aiding the fund is commenced under favorable auspices in Northumberland. Everybody ought to realise the necessity of doing something to save their Irish fellow-subjects from starvation-however small their means and hownumerous and pressing the requirements of local charity may be. We understand that the Northumberland Committee's lists have been sent to different sections of the County, or rather to the several Councillors who. it is expected, will do themselves credit by the efforts they will make in behalf of a distress that appeals to the world for relief. The Councillors, in this matter, are called upon to lead in the good work because of their official position, and they should be aided by all good citizens, irrespective of local or personal prejudices, and with a liberality any dismissals had been made on politiof purse and sentiment as broad as cal grounds.! But, then, it was proved human charity itself.

A Serious Damage to the River.

We direct the attention of the Marine and Fisheries Department to the fact the Miramichi, have been chopping off instead of drawing them as the law reyet in their places near Rock Heads. case without success.

those chopped off will certainly en- has kept public attention directed to day, which will give more important The distress in Ireland is looming up Perley would never have been guilty of saying that there were the same train such reckless disregard for the duties of his office or the interests of the port.

The Lobster Tin Drawback.

Isaac H. Mathers, Esq., of Halifax, who sought to open up a way by application, through Mr. Ogden in the a drawback claim and whose integrity get justice from that gentleman's department. He shows that he could get lision at one place. The Grand Trunk no answers to his applications in some cases and was treated, altogether, in a most unbusinesslike way. He con-

When stating to the House that I had already received \$1,480 drawbacks, plained that he went back as far as the 1st January, 1879, for his figures, and that two-thirds of this amount was due | Sir Charles Tupper was assuring "the me for my exports in 1878. For last House and the Country," that the road year's exports I claim about \$2,300. against which only \$480 has been received, and for a portion of the balance I am unable at present to make any ap- dragging six hours behind time. plication, owing to the restrictions complained of, and which I have tried so ineffectually to have removed.

While on this subject, I may say that under the late Government every cent of duty paid on tin plates was re funded as drawback, and such articles as ingot tin, pig lead, bar and sheet copper, and muriatic acid, all of which are largely used by lobster packers, were admitted free. Under the present rule, and with 10 per cent. to 20 per cent. duty on these articles, a fixed ate of drawback per box of tin plates is allowed, which is "held to include the drawback on solder, acid or any and all other materials used," and It is impossible to overdraw the which rate has never yet been equal to

'Railway Delays."

To the Editor of the Daily Sun : "-"The present mode of arrival of the Intercolonial express train is causing the first date let to Thomas Boggs and much dissatisfaction and inconvenience. John R. Murray of Halifax. Tuck was often one, two, three and four hours behind time. There is no excuse can no storms to interfere. Merchants de- up to the abandonment of the contract, pend on their correspondence reaching them at a certain hour. I trust the railway authorities will see to it that this is not continued.

figures from memory, and if not exact-3,600 ly, they are substantially correct.) 2,300 This makes the train, even if every- Mr. Boggs having died, claimed on thing goes well, and there is no unforeriving at Campbellton. Sometimes a were allowed and paid \$293,344, which but it often happens that additional they were to receive-after deducting time is lost, the result being that the the amount paid to Tuck and the agreed Northern Express is, on an average deduction of \$116,000 on account of not rather over than under two hours late constructing the Bridge. The Governin arriving at Moneton; to prevent | ment would pay no more, and so the grumbling on the part of residents of matter remained for some time, when Kings County who travel daily by the Murray brought an action by Petition road to St. John, an extra train is des- of Right in the Exchequer Court, where patched from Sussex about the time in June 1878 Judge Fournier gave an when the Northern Express should leave interlocutory judgment reterring the that station, so the fact that this important train is invariably and deliberately run two hours behind the ticulars of the claim. The judge retime fixed by the official table is, thus, served the question of costs. At this kept from the daily notice of those who stage a change of Government took might cause the change required to be place, and Doctor Tupper became Min-

> that many passengers who leave points considerably distant from stations at | fax, the contractor, that it would the North to take the train, are often very convenient to leave the matter to obliged to wait in the station buildings, arbitration. Not to the paid and sworn subject to loss of rest cold and dis- Dominion Arbitrators or one of them, bridges were of wood, but that at Winnicomfort for hours together, when they but to a person more suitable to the peg. might have remained so much longer at purpose of the arbitration and the home. We do not complain because wishes of the parties, viz. to Mr. Sam'l the rate at which the train referred to If it is considered unsafe to run at that speed, let it be reduced to a rate that is had been entered upon, Mr. Murray's safe, but the Time Tables should not be so grossly misleading. So far as we have learned there is no attempt on the part of the management to deny the facts, but it is indolently said by leading officials who defend the existing state of things on all occasions "it is the Minister of Public Works" the only one train that is put off its time | Council advise that the sum of \$650 be and it is hardly worth while to change paid to John R. Murray on account of the Time Tables for that." These his claim, the same to be deducted gentlemen seem to forget that the from the amount which may be award-

Express from Quebec is, perhaps, the most important to the travelling public. It is certainly one of the two principal is another evidence of the slipshod and the line, and which is rapidly gaining a very bad name for the Intercolonial.

Our Ottawa Letter.

DISMISSALS FROM OFFICE.

We have had, during the week a discussion on dismissals from office by the party in power. Astounding as it may seem, various members of the Government, from the Premier done to the Minister of Marine and Fisheries-and that is a long way down-denied that that they had dismissed a Governor, a Dominion Arbitrator, the Deputy Minister of the Interior. The General of the Intercolonial Railway, the Superintendent and the Engineer of the P. that several of the Fishery Officers of E. Island Railway, a host of Customs, Inland Revenue, Post office, Railway smelt net pickets level with the ice be- Public Works and Marine and Fisher-

danger vessels-especially those of the the very unsatisfactory management of smaller size. Will the Department the road. This morning's Citizen, enquire into this matter, and punish the organ of the Government, contains a officers guilty of either chopping off long telegram from Mr. Pottinger, exthese spars or permitting it to be done? plaining the affair. He tries to relieve We are quite sure that ex-Overseer the Department of responsibility by hands, conductors, engineers and train despatchers as under the late management, that the men are paid the same wages, and that accidents of more seri ous character occurred under "the late management"! Who asked Mr. Pottinger to report upon the late management? What people want to know is distribution organized by the Mansion was impertinently impugned by the in four weeks than ever before occurred House and Marlborough Committees, Minister of Customs, writes to the in twice that length of time since the Halifax Chronicle explaining the diffi- road was opened. I believe this last culties he met with in his endeavors to accident is altogether without a pre-

runs forty trains per day on its line, and yet Mr. Pottinger, in this instance, can't get half a dozen trains over the Intercolonial without having three of them wrecked! It is worthy of remark that when the railway management was under discussion in the House some time ago, at the very hour when was never in more efficient condition. the through mail train for Halifax was

MORE RAILWAY CONTRACT MANIPULA

Guthrie's motion for a return of causes

taken from the Exchequer Court and

In the discussion raised upon Mr

referred to arbitration, the celebrated case of Murray & Co. vs. the Queen received some ventilation. The returns to an address of the House of Commons on the subject have been recently that the contract for Section 19, including the Bridge across the Restigouche and extending some nine miles beyond, in June 1870 let to S. Parker Tuck. 1872. He failed to fulfil his contract and the unfulfilled portion of the contract was about a year later than to have received a lump sum of \$395 .-733 for the entire completion of his be offered for this as there have been contract. He was paid for what he did \$51,000. Later the new contractors were, at their request, relieved of the work of constructing the Restigouche We find the above in the Sun's corres- Bridge and the amount of the contract price further reduced in consequence the express train going south has be- by \$116,000, making their contract for er's counsel may remain, etc. come the invariable rule and so many \$228,733. By the terms of the conpersons are inconvienced thereby, it may tract the contractors were liable to a time table under the "Winter arrange- after the date named in the contract the road was calculated at 23 miles per pleted. The contract was not comhour. Subsequently, it was reduced pleted till the autumn of 1874 when

The contractors, now Murray & Co., account of the contract and for extras matter to the Registrar of the Court to take legal evidence respecting the parister of Public Works, instead of Mr. One effect of the time table being, in | Mackenzie. And significantly enough

Keefer, C. E. At this stage a curious incident took place. Immediately the arbitration counsel applied for an advance of \$500 "on account." This modest demand was at once met in the friendly spirit in which it was made, and we read in the minutes of the Privy Council, that "on the recommendation of the Hon. ed him by the referee! To ask for an | Casey's motion to refer the petition to the advance from the Government was committee on Privileges and Elections pretty cool, but to be granted \$650 intrains run daily over the road, and the stead of \$500 asked for was really reindifference manifested in regard to it freshing to the claimant and a pretty good indication that the Minister incareless spirit now so manifest a'l along | tended he should get an award. He was not disappointed. The Arbitrator awarded him \$79,000 with interest thereon from April 1875 and \$877 in costs, in all about \$100,000.

knowledge of the whole matter as it liament will concur. It was only another Tory job.

THE PACIFIC RAILWAY. A discussion upon the Pacific Railway was the last important debate of Hooper with fraud, but only with debt to the week. It would appear that we the county and insolvency. The petitionhave already expended upon this work ers state that they believe him guilty of Superintendent and the Superintendent in various ways some forty millions of fraud but offer no proof. Such charges dollars, though at the outset the party now in power, in 1872 engaged to have it completed in 1882 at a cost of only thirty millions in money and fifty millions of acres of land. It is strongly tween Middle Island and Oak Point, ies Officials, and even a widowed post- felt in Liberal circles here that the mistress. The facts made the denial further expenditure on Pacific Railway look very badly, and recalls the nursery account for the present should be conbe expected to be mild and spring-like, their pickets to save being fined, and rhyme about him who does a fault at fined to completing the road to Red consequently slush will abound. The others left theirs standing—some being first and fibs to hide it, though in this River, with possibly some extension into the fertile belt beyond. This view was partly disclosed by Mr. Mackenzie in his speech to-day.

matters for my next letter.

Ottawa Press Telegrams.

After routine, Mr. Sprouse, a Tory member sitting on the Liberal side of the House called attention to the statement in the Hamilton Times, that he had been compelled to change his seat. He pitched into the newspaper men as did Mr. Plumb who called them gobemouches, who were only allowed to be present by courtesy.

Mr. Rymal, in an amusing way, Yex. plained that he had said to Mr. Sproule that one of them must move, and it would not be him (Rymal.) Then he moved. House of Commons, to a settlement of why, during an unusually favorable (Laughter.) It is hinted that Mr. Sproule winter, there should be more accidents had given reasonable cause of offence. THE INSOLVENT ACT.

Mr. Colby's Insolvent bill was considered in committee, Mr. Blake withdrawing his amendments, and leaving matters cedent on the road-three trains in col- about Banks, Insurance, and Trading Companies to be dealt with by a separate

PUBLIC OFFICERS. The House in committee passed Tilley's bill respecting the security of officers of Canada.

[If Sir Leonard would secure the passing of a bill to prevent the appointment and dismissal of officials solely for political reasons he would confer a lasting benefit en Canada. ED. ADVANCE.]

THE ACCIDENT TO THE PRINCESS. Referring to the address of congratulation regarding the accident to the Princess, Sir John A. Macdonald spoke seriously of the great danger to the Princess, and admitted that on the day after the accident, fatal consequences were feared. He said it was now hoped that no lasting injury would result and that complete recovery would take place. He moved, seconded by Mr. Mackenzie, that the House concur

in the address. (Cheers.) Mr. Mackenzie had great pleasure in seconding this. It was the first time a member of the Royal family was entrust ed to our care. It was satisfactory to know that her Majesty, who had recently lost a member of her family by death, was not to have the pain of a like affliction in into the valley of the Metapedia was Canada. It was fitting that Parliament should pass this address, assuring the Queen and to be completed by 1st July that her daughter was surrounded by all loyal devotion and tenderest care. He was glad to know that Her Royal Highness, without permanent ill consequences. would live in the memory of the accident with the gratitude and hearty congratula-

tions of the Canadian people. (Applause.) Messrs. Langevin and Casgrain tollowed in French. The Address was agreed to and a message sent acquainting the Senate of the fact.

CRIMINAL PROCEDURE.

A discussion followed till six o'clock on Mr. Robertson's bill to amend the procedure in criminal cases, providing that when the public are excluded the prison-

THE CANADA PACIFIC RAILWAY.

After routine, Mr. McLennan, in moving for a statement of all contracts let on the Pacific Railway, repeated the stock charges against the late Government. He spoke of the great expenditures in exploratory surveys and in the North West generally, of the delays, large salaries and unusual powers of the engineers.

Sir Charles Tupper followed, stating that Sanford Fleming, as a successful engineer on the Intercolonial, was naturally chosen to take the responsibility on the 1,790 seen delay, some two hours late ar- the enormous sum of \$490,007. They Pacific. He had \$4,800 salary at the time. Ministers had \$5,000. Owing to the great few minutes of this lost time are recover- it will be noticed, was largely in excess strain Mr. Fleming's health broke down ed between Campbellton and Moneton, of the lump sum, which by the contract and one year's leave or absence was given him. He defended the increase of salary. and spoke of the tremendous difficulty of exploring three thousand miles of an unknown country. He pointed out at length the difficulties of construction and argued that the Government were prosecuting it energetically and economically.

Mr. Mackenzie said, when in power, he had dispensed with the services of some engineers for careless habits or worse, who were re-employed by the present Government. The route selected by Mr. Fleming, and adopted by his Government, by the narrows of Lake Mantoba, was the shortest and would pass through the largest track of fertile lands. The line to the south of Lake Manitoba, selected by the present government, would be probably thirty miles longer and cost a this particular, wilfully misleading, is it was very soon agreed between the milhon more. The maximum grades torty-eight feet per mile with sharp curves, a great permanent disadvantage. He had commenced the construction of a road

THE HOOPER CASE.

The order of the day for considering the Hooper case being called, Mr. Hooper asked permission to read a statement. It decrares that the names of several petitioners were not signed by them, that he is not aware of owing the county anything; that the County Council by a vote of niteen to six had rejected the report of the investigating commission declaring him a detaulter; that if there was any deficiency he and his sureties would make it good; that he has been maherously persecuted, etc., and that Parliament should have nothing to do with it any way. [Ministerial cheers and cries of dropped.] He then withdrew.

The speaker read the question on Mr. amid cries of lost.

Mr. Casey said a commission was appointed by the Ontario Government to investigate the defalcation. Mr. Hooper had asked for an adjournment; the commission adjourned one month, then Hooper would not defend himself, but denied the legality of the commission. The commission sat two months examining witnesses on oath and found that he had Mr. Mackenzie, who had a thorough | improperly applied \$32,000, and so reported to the Government. One surety then progressed has declared in his place in offered to pay the amount in full. Then Parliament that the contractor was not | Hooper asked to be examined by the entitled to recover anything, and in County Council, not having time to prethis view the majority outside of Par- pare his defence. The council by a party vote agreed to this. Mr. Casey argued that a prima facie case has been made out to go to the committee.

Mr. Kirkpatrick replied, pointing out that the commission had not charged might be made against any member. He cited English precedents and argued that the case should not go to committee.

Mr. Cameron, of Huron, said the allegation of fraud made by petitioners was sufficient ground and he (Hooper) should court rather than avoid investigation by

Mr. Ives argued that the House had no right to inquire into financial matters be tween a treasurer and county. Mr. Cameron (Victoria) made a legal

argument on the same side. It was moved in amendment that the We are promised the estimates on douse, having heard the statement of the to depths of from five to eight feet and Lower Provinces for twenty-four hours, Monday and the Budget Speech on Fri- member for Lennox and the petition of