

sidings, &c.—in a splendid condition; that he found in the Audit office and the offices along the line, able and competent men, and that everything was going on rightly, and that when he undertook to reorganize the Department, he found all the men he needed furnished to his hand by the late Government. But what more, sir? You may say he had to remove a number of officers; that he had decreased his staff. I have explained to you that this road was in this condition; that two systems had just been amalgamated; that a great deal had been expended to put in a thoroughly efficient state, and that the late Government were prepared, in accordance with the dictates of that wise and economical mode of administration which they carried into all the affairs of the country, to make other reductions and improvements. But there is an item in this connection which will rather amuse the House. Mr. BRYDGES says he does not care whether it is the past or the present Government which is responsible, but he must have the affairs of this road carried on entirely independent of political influences. He, sir, is the autocrat of the whole road from River du Loup to Halifax. He can afford to treat our public men with perfect contempt, and no other but Mr. C. J. BRYDGES has any control of the management of those railways. Has he shown that he is fitted for such a position? I will read to you one or two extracts from his report, and you will be able to judge for yourselves. In that portion which I propose to read to you Mr. BRYDGES has heaped upon one of the most important officers on the railway—a man who holds a position second to none on the road—the Superintendent of the locomotive department—the gentleman upon whose energy and ability depends the whole safety of life and property on the road—every term of opprobrium and contempt that the English language could furnish him with. He did not consider that Mr. WHITNEY had the necessary experience or force of character for the position which he filled! He was not a mechanic! He had never gone over the shops! He was learning his business at the expense of the railway! He had no experience and no force of character! He had no business habits! He had no vigor, and indeed everything was said of him to convince the country that it was

dangerous and wrong for him to be continued in charge of the Department. Further on you will find that Mr. BRYDGES had the advantage of the advice and assistance of the Minister of Marine and Fisheries, and of the Minister of Customs; and as a result of that advice we find that he comes to the conclusion that this man should be continued in his office for which were we to believe his original estimate he was so entirely unfitted. This is the man who is to bring about a political millennium—a man to whom the Government have entrusted the entire management and control of our railways. Here is what he says:—

“I am bound to say that having very carefully considered the question of the organization of the mechanical department at present, I consider it to be both expensive and inefficient. The mechanical superintendent, Mr. WHITNEY, although at the head of the entire establishment, has apparently but very little, if any, control over what is going on at Richmond and other places. There are practically two superintendents at work, each acting independently, and spending, therefore, in the aggregate, very much more money than ought to be spent.

“I do not consider that Mr. WHITNEY has the necessary experience or force of character for the position which he fills. He is not a mechanic; has never gone through the shops, in the proper sense of the word; and is in fact learning his business at the expense of the railway; nor does he appear to me to have the necessary qualifications for a Superintendent, and I am satisfied that a different class of man, brought up to the business, and having regularly served his time, both in the drawing office and in the shops, who had filled the position of Locomotive Foreman, would make large reforms in the Department, have the work better executed, and at a considerable saving of expense.”

And now let me invite attention to the changed light after he had the benefit of the advice and assistance of the hon. the Minister of Marine and Fisheries, and the hon. the Minister of Customs. “In regard to the mechanical superintendent, Mr. WHITNEY,” he says, “whilst I do not in any way change the opinions which I have previously expressed, I think it will be desirable to give him another trial. * * * Inasmuch as it may fairly be said under past circumstances that Mr. WHITNEY has not had a fair chance of showing what he is capable of doing, I recommend that he be retained at any rate for six months, during which time careful consideration will be given to the manner in which he carries out the duties of his office.” Give him six months to do what? To learn his business at the