

them, proved by their own evidence that there has actually been no removal. The gentlemen supporting the present Government published a letter from the foreman, Mr. Appleton, who stated that they had as many engines to repair as they ever had. It appears from this that the workshops cannot have been removed from Halifax. The hon. gentleman seems to have directed his enquiry to the recommendation for the removal of the headquarters to Moncton, and to who gave that recommendation. The Commissioners, looking at the position of the road, and its various branches, considered it important to have the principal works central to the greatest number of miles of road. North of Moncton there were 374 miles of railway; west of Moncton, to St. John, 89 miles, and east, to Point Duchene, and south, to Truro, 127 miles, making Moncton central to 590 miles. Therefore, they concluded that in that centre there should be some arrangement made for the construction and repairs of the rolling stock for that 590 miles of road. This left the sections from Pictou to Truro, 52 miles, Truro to Halifax, 61 miles, and the Windsor Branch, 45 miles, or 158 miles more, that would form another division which would naturally fall to the works then at Halifax. The Commissioners gave a recommendation for the construction of workshops and offices at Moncton; this recommendation was sanctioned by the Government, and workshops were erected there. The charge was made by the friends of the present Government, that the Commissioners had recommended the removal of the workshops that had been in existence at Halifax ever since any portion of the Halifax road was opened. The result, I think, has proved that even if that recommendation was ever given by the late Commissioners, it had never been acted upon by the Government, for up to the time of the change of Administration, it was shown by letters from Mr. George Taylor, who was then superintendent, and from Mr. Johnson, who was mechanical foreman of the workshops, that no tools or machinery had been removed, and that there was more work being then done at the Richmond workshops than had ever been done at any time previous. In confirmation of this, I may add Montgomery & Co., of Halifax, had contracted to build a number

of locomotives for the Intercolonial, but getting into financial difficulties when they had only completed one or two, the balance were given to the Richmond shops to construct. This transfer I personally attended to, and know that it made quite an addition to the work. If the hon. gentleman (Mr. Power) would refer to the report of Mr. Brydges, made after the change of Government took place, on the 20th of June, 1874, he will find that Mr. Brydges, under an Order in Council of the 12th of May, 1874, was appointed as a Commissioner to examine the Intercolonial Railway and its workings. Mr. Brydges, on the 20th of June, reported upon the whole road, and upon the Mechanical Department among others. He will find that at that time there were very nearly as many men employed in the workshops in the city of Halifax as at the workshops in Moncton. He will find in Mr. Brydges' report, page 44, that he says the total number of men employed in the Mechanical Department was, at Moncton, 198; and at Richmond, 180; so that on the 20th of June, 1874, seven months after the change of Government, there were within 18 of being as many hands employed at Richmond as there were at Moncton. It will thus be seen that the charge which has been brought against the late Government of having removed the workshops from Richmond, does not hold good, if Mr. Brydges' report be correct. I need not weary the House by going into this matter, as we have the particulars before us, but in the same report the hon. gentleman will find that Mr. Brydges recommends that the workshops should be removed from Richmond, because he found the rate of wages to be less at Moncton than it was at Richmond. He makes the rate of wages the main consideration for the removal. How far that report has been acted upon, I am unable to say, but in the supplementary report he states that his recommendations were approved by the Government, and, instructed by the Minister of Public Works, he went down to Halifax and dismissed the mechanical superintendent, Mr. Johnson, and a number of others from the Richmond workshops. But I find that he has not been able to carry out his recommendation in full, of removing the whole of the workshops from Richmond, but he has probably kept them from being

*Hon. Mr. McLelan.*