Riviere do Loup Branch, 124 miles of adtaxed the rolling-stock of the Inte operate the road. We are now having Thus, the managers of the road have been placed in very great difficulties. Rollinged by the Government, which was only in August last. It was not possible, after wards, to procure the necessary rolling-stock 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 the greatest extravagance. I am prepared to show that all those attempts to little by a break down. alarm the public mind, to prevent people travelling on the road, and to prevent its success, are unworthy, and are founded be expected, and will compare, most journey over a road covered with snow a long time to remove. favourably, with that of any other road.

Hon. gentlemen opposite ought to know of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of the Litercolonial was charged to capical or about the road-bed. The hon, member of hon, member for Northumberland (Mr. Snowball) and all the incidents are as which has been destroyed within the last tal account, and cost \$125,000 for the are faults to be found with the road, as greatly magnified as one portion of it, few months. It is too well known to the years 1877-8. How much rolling stock with all roads, but I think to throw dispose that, with the exception of three Lower Provinces. I think the hon. gen- we left Moncton, we got stuck in a cut- are frequently delayed on this road, and to revenue? One postal car. We have maintained 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 very heavy, and, before we got to the facts; and, even if we could, would it be deficiency in their time, to less than \$100. depreciated condition of the road, and I Junction, something did happen, and we our duty to conceal them, and allow the 000, which I confidently expect in a year revenue will suffice for its expenses, sured of it from a more reliable source o'clock to eleven o'clock the next morning. Sir, it is our patriotic duty to raise our unless hon. gentlemen opposite, by just than mere rumour, as it is most unjust to made to-night, based on idle rumors, so general terms, without being able to sub- tion to some remarks that were made by must be put in a better condition. In alarm the public mind as to prevent the statiate such precarious charges.

the hon. member for Northumberland (Mr. stating that in some respects there had road performing the duty expected of it

MR. MACDONNELL.

Snowball). He said the condition of this been an increase of expenditure, I did committees to the central bodies organas to its improper condition. In so at-

party to take that course. of entering on any discussion of the condition of the Intercolonial Railway, unor to be brought before the House. I | inefficient state of the road-bed. asked the hon. gentleman not to continue such gross attacks upon men.bers on this gentleman to point out a word I ever said,

(Mr. Anglin) and the hon, member for Inverness (Mr. MacDonnell).

Sir Charles Tupper: Yes. tinger on any such observation. justice and injury to a public work. Government work for fear of injuring it?

only to be laughed at. We will be able to see, from the statements to be laid before the House, in what condition the traffic of the road is. We will be able to see how much traffic has been carried see how much traffic has been carried. The hon, gentleman speaks the time at which the accident took place, the Minister of Railways, I may say that the weather of course may and as the strength of the Minister of Railways, I may say that the weather of course may and snow-falls, the weather of course may and snow-falls. 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. Snowball), and I can contirm his state
stormiest part of March is almost certain with the expected to be mild and spring-like, consequently slush will abound. The stormiest part of March is almost certain order. Now we are told, by every person understand that other mishaps occurred, ments. The hon, member for Colchester, the rolling stock, but the road bed is getting into a dilapidated condition. It is

be cause for complaints, and I am surprisdelays which occurred
delays which occurred

Mr. Domville: The hon, member for Mr. Mackenzie: That I spoke to. I

ber for St. John (Mr. Weldon).

Mr. Weldon: but we were delayed a Mr. Mackenzie: There is another testi

Mr. Domville : Well we did break down ithstanding all detraction, that the con- class passenger can obtain much infor- thing is done energetically and quickly, es the hon. member for Gloucester sup- credit on that road, is not fair to the aboard that train as far as Truro. After the United States, that, of late, the mails motives, 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 happen pect in a year should be loath to accept it as a fact, got off the track. We were there some management to go on trom bad to worse, two hours instead of being from seven until I knew it to be so, until I was asotic speeches as have been the operatives of the line to complain in

Levis, was a great strain on the road, and am sure that neither you, Sir, nor any rolling-stock as the hon. gentleman has til I have examined the documents brought he apologises on that account for the man in this House, ever travelled over a said. They were unable, he says, to find MR. SNOWBALL. every man, and every woman, and espe.

Mr. Snowball: I have had opportunity cially the old women, begin to talk of the not keep the locomotives they had in side of the House, without a particle of of ascertaining some particulars in regard evils of the road, how the train shook how repair? Several of the men who were justification for them. I defy the hon, to the management of the Intercolonial, it bumped on the track, how, many acci-I can assure the hon, the Minister that dents had occurred on it, and so on; and ton, were still at that place waiting for there are portions of the country in which that is the sort of information the hon employment, and there need have been n complaints are humerous in reference to gentleman formulates against this Rail, difficulty in keeping the locomotives the management of the road. The section road, upon which the present Minister of proper repair. When the rolling stock wa Sir Charles Tupper: I do not think the of the country in which I live is deeply Railways has effected such a satisfactory think the hon, gentleman understands me interested in the Intercolonial, and it reduction in the expenditure of the count of make any reference to him.

would be a great loss to us if anything try. I have not heard such rumons hours cut down to eight hours at day at the such rumons. 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 mo -the gentlemen opposite and their organ. usefulness of that road. But I must say, been referred to as being made in the were working ten hours a day? What Sir Charles Tupper: I referred to the in support of what has been said in this newspapers. I have not seen any of these ever the reason was, there were plenty of globe as the organ of the party, and the House, that the complaints made against attacks upon it in the public press; but I the management are very strong, Persons from all sections of the country who have occasion to pass over it complain strongly in his seat in Parliament, stated that the Intercolonial Railway, with its rolling were allowed to remain out of repair at Mr. Mackenzie: To what they said in he House?

Mr. Mackenzie: To what they said in reference to the condition of the road. In travelling over it, a few months since, very good condition, and that gentleman hon. member for Northumberland that to Halifax, the train at the way station at was one of the Commissioners who built there were eight locomotives waiting at Mr. Mackenzie: The hon. gentleman which I embarked was four hours behind alluded to political gentlemen here making time. I know of no reason why the train be said to have authority on the subject time. I know of no reason why the train | be said to have authority on the subject, should have been behind time on that oc- stating that the Intercolonial Railway casion. We arrived in Halifax three is in a very satisfactory condition. There hours behind time. It was quite aserious is one gentleman, the member for North-He matter for the steamer that should have umberland (Mr. Snowball), who goes charges us, besides, with doing great in- got away at 2 o'clock, but did not, in con- further than the other gentlemen. justice and injury to a public work.

Are we never to say a word about any until dark. The complaints were general while listening to him, had his eyes shut, amongst the passengers, on account of he would have imagined that the hon. Are we not to be able to expose mis- this delay, and I understand that this de- gentleman was one of those ancient per management of this road for fear people | tention of the steamers in this way is not | sonages to whom I have alluded just now, shall cease to travel by it? The hon, an uncommon thing. The passengers who I never heard such an amusing account of gentleman wants to shut every man's came down on that train complained of railroad travel; but, the hof. gentleman the road being rough. On my return from so mixed up matters that it was this House in order that he may be able to continue his mismanagement of this getting away from Halifax. I do not on that one night that he was kept away blame the Minister for this, because he from the bosom of his family, whether who has travelled over this road to take | could not control it. We arrived at 8 | they occurred in one night, or one day, his seat, to whom I have spoken, who o'clock in the morning and were informed or one trip, or during a period of fou has not told the same story. Some of that we would get away immediately. months; and we do not know whether them have met with three accidents in but instead of that, we had to wait in he was suffering from his own absurd im the course of one journey, and the pre- Halifax four hours-until 12 o'clock- aginations, or from the effects of the vailing opinion is that the rolling stock and only two hours before the departure absurd stories of those with whom has run down to such an extent that it of the regular express. After getting un- he was travelling; and how it is possible der way, we commenced to lose time, and that he lived, suffering from hunger and in with a bluster;" I am pleased to obdid not arrive at Moncton until the time | the bumping about of this train, unable to Mr. Mackenzie: Why, the hon. gen- the regular train was due there. It was a sleep by night, and, I presume, unable to like, and does not attempt, as he some 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 Mone-should not have occurred. ber of accidents has taken place within the last three months. He does not deny that an unusual number of accidents has

to and partly ascended the grade, when to our surprise, we came down again. This they kept up for a considerable time. This they kept up for a considerable time. This they kept up for a considerable time. taken place, but he says that they were I had been away from home for some Manager of a railroad, -not one, however, September last, wherein I stated, "but caused by snow storms. Why, a large months, and, being so near home, I was stretching over a distance of 800 miles, the outline presented to me just now denaturally uneasy at this detention. I got and passing through districts, in which, picts the heaviest snow falls as characterize tack upon the Giobe. I dare say the Giobe 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. easily from the top of any high stump in the closing day of February and the entry passage in that newspaper that will justify his extraordinary statement. That paper very probably denounced the mismanagement which existed for many years in the direction of the Grand Trunk Railroad, machine shop and had not been previously tried, were red hot, and that they were much public money was sunk. It is the business of every newspaper to denounce mismanagement of this character. Everyone knows the hon. gentleman's Barnaby River. The next mishap we friends made the Grand Trunk a political met with was the breaking of the flanges of the vicinity. His experience as a railroad for the vicinity. His experience as a railroad the vicinity. His experience as a railroad f friends made the Grand Trunk a political met with was the breaking of the flanges of the special car, which in If the Intercolonial Railway is in the most wintry. Next, I foresee a cold term machine in the past, as they are making the Intercolonial a political machine in the present time. The hon, gentleman's puny attack upon a great newspaper is only to be laughed at. We will be able to see from the other than a couple of hours defrom the present time. The hon gentleman's puny attack upon a great newspaper is only to be laughed at. We will be able to see from the other than a couple of hours defrom the past, as they are making to the most wintry. Next, I foresee a cold term 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 the first did days of March; the 16th and 17th days of March for the postal car, which in consequence, got off the wheels of the postal car, which in consequence, got off the track, cutting it up 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 the 18th for some distance, and doing other damage. machine in the past, as they are making of the wheels of the postal car, which in If the Intercolonial Railway is in 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 railroads; 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, report usual manner? But, notwithstanding this policy of the late Government in reference locomotives at Richmond, some of which of accidents on that roal. Almost every fact, and that the purchase of the to the road. At the time of the General had been there for nearly twelve months. train carrying the mail from Halifax to Election he got a Mr Black to grossly I think that, in view of these facts, an Montreal is delayed ten hours at least. ditional road, without time to obtain misrepresent statements made in my office inspector should be sent over the road, 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 we obtained from the Grand Trunk Rail- to influence the elections against us. that locomotives are hired from other way all the locomotives we could, but we That man was afterwards rewarded by railways, as the Minister of Railways adcould not obtain what were necessary to being appointed to a position on the road mits, to do the work of the road, whilst which he was not capable of filling. a large number of our own locomotives This road has been used as a political are lying in the shops, and the shops al. the hon, the Minister of Railways, when machine, and the hon. gentleman will find most idle and without mechanics to repair he replied to the remarks I made when that he will not be able to prevent a free them. I do not think the Government stock could not be ordered until the title of the Riviere du Loup Road was obtain- road of which he has been guilty.

are justified in discharging employees and in reducing the time of those employeed are in reducing the time of one who was deeply hurt, and the man ner of one who felt that the charges made in the machine shops at Moncton and Lambton (Mr. Mackenzie) says that there eight at Richmond for repair. It is stated it is impossible for him to answer these famine will probably intensify during aid.

Mr. Domville: There is the hon memwas fourteen or inteen. It is now assert
ed that it is hard to find a locomotive it was impossible to tell when he was atthat can take twelve full cars, instead of tacking me, and when he was attacking labours in 1847, told the correspondent on misrepresentations, and that the man- on the road. The engine which took us ly manner. My experience of the road road, to prevent its doing the work it agement has been so successful as to have to Metapedia got out of order, and we is that it is a very rough one. Inured by would otherwise do, and deter persons

MR. BOULTBEE.

Mr. MacDonnell (Inverness): I am sorry road was made the subject of a grievance, not mean to make an insinuation, as the whether the fact that not a passenger on that the hon. the minister of Railways and that the country was calling upon us hon. the Minister of Railways ingeniously 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 altogether statement of facts. The hon. gentlem road in question. I simply, in as few er. I think the country is not calling on contradicted himself with regard to the tacking the Road, people are only echo- words as I considered necessary, asked for us to take any such stand. I am surprised condition of the rolling-stock, for ing the most malicious and unfounded information, a few days ago, in regard to that such charges should have been made he maintained in the 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 more than once hon, gentlemen opposite -- an organ which, ed on the road since the first day of Jan- the tongue of rumour. It does seem to -that the road and rolling-stock as I have said, after devoting twelve uary last. I did so, as I stated at the me extraordinary, that hon, members were in a state of the highest efficiency character of and holding up to execration alarm that existed in the mind of the publithey are unable to substantiate, except by was over-taxed, because the Government the Manager of the Grand Trunk, proved ready to take it all back, and sustain the same man as the ablest public man for gentleman said, in reply, that he was hapa Railway Manager to be found in this py to be in a position to bring before this country, when it suited the purpose of its House a statement of efficiency. Now, however, the hon, gentleman admits that ported by some sort of proof. With re- thoroughly equipped, indeed that there the road is not in an efficient condition. gard to the reference of the hon, member was an excess of rolling-stock of all kinds; Mr. Mackenzie :- I have no intention He says that the purchase of that section for Gloucester (Mr. Anglin) to the alleged and the addition of some 12) miles of the road from Riviere du Loup to Point reports circulated against this railroad, I road ought not to have overtaxed the long reach of railroad, without hearing a sufficient number of locomotives to do

but these, as I was not then on the train, (Mr. McKay), was also a passenger and ting into a dilapidated condition. It is be cause for complaints, and I am surprishe duty of every member of this House ed that more has not been said than has rept in the Lower Provinces against the street of the reprise of the

Mr. Anglin: The House remarked that the tone and mauner of introducing this resolution, were the tone in reducing the time of those employed when there are thirteen locomotives lying against the management of the Intercolonial Railway are very serious, and that that, under the late management, each chargessatisfactorily. He charged me with locomotive was required to take so many having denounced the Intercolonial Railloaded cars, and I believe the minimum way, and then he attacked the Globe, and was fourteen or fifteen. It is now assert- he so mixed myself with the Globe that being able to take about twenty. If these | the Globe. He charged me with being unfacts are true, this, I consider is the place patriotic, and he spoke of the introduction to ventilate the grievance. I know that of this resolution as part of a system of my constituents would not excuse my attacks commenced by the Globe for neglect of duty if I did not raise my voice partizan purposes; and he said that we upon this question, and I do so in a friend-upon this question, and I do so in a friend-ly manuer. My experience of the road, to prevent its doing the work it. Committee, told me to-day that he beenabled the Government, with a decreasing traffic to show, instead of an enormous deficit, the previous deficit reduced to a constant travelling to hardships, I can my course is truly partition; I am simply deficit, the previous deficit reduced to a constant travelling to hardships, I can my course is truly partition; I am simply discharging one of my duties to the countries of passengers, about must confess my inability to sleep on the discharging one of my duties to the countries of the same travelling to hardships, I can my course is truly partition; I am simply discharging one of my duties to the countries of the same travelling to hardships, I can my course is truly partition; I am simply discharging one of my duties to the countries of the same travelling to hardships, I can my course is truly partition; I am simply discharging one of my duties to the countries of the same travelling to hardships, I can my course is truly partition; I am simply discharging one of my duties to the countries of the same travelling to hardships, I can my course is truly partition; I am simply must confess my inability to sleep on the comparatively insignificant figure. I am glad to be able to assure the House, notstock, I cannot understand how a firstrequire investigation, and, unless somewhen I submit for the consideration of the House of Commons the statements I dition of the rolling-stock is all that could mation about the rolling-stock on his the road will get a reputation it will take have made. All I desire is that this railroad shall be put into proper condition,

voice against such a management, and Mr. Boultbee: I only rise to take exceptowarn those in charge that the road the world for succ Snowball). He said the condition of this been an increase of expenditure, I did

discharged from the workshops at Mon falling into such a condition, why were s Richmond to be repaired, and one these has been waiting for twelve months Why were not these repaired? It was not for want of workmen or workshops. It was not my intention to work up a case worked up a case of a much more seriou character. Somebody charged me with not having sustained my statement by evidence. I have stated what I knew personally. The hon, members for Ir verness (Mr. MacDonnell), Northumber Robertson), and even the hon, member fo Colchester (Mr. McKay) himself, have owns, delays and accidents, which fully

Continued on fourth page. Vennor on March and April.

Mr. Vennor writes to the Montreal Wit SIR, - With the last day of February, now for " March the old buster that come serve that he comes in this time natural-

my American friends must excuse me, if

Miramichi Advance.

CHATHAM, - - - - MARCH 11, 1880. The Famine and Distress in Ireland.

The distress in Ireland is looming up 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 mor widespread every day. It is only through the admirable machinery of distribution organized by the Mansion House and Marlborough Committees, that actual starvation is checked. The the coming fortnight, after which, for a short period, it will be probably less severe, in consequence of the employ-ment of labour in the sowing of crops. This done, the worst crisis will follow of the Herald to-day, that the worst time would be the last fortnight in May, all through June, and the first fortnight in This is confirmed by experience. lieved the present Con mittee could if not quite, exhausted, when the most

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

Ireland becomes more and more urgent and wide-spread. Every day reveals as ingot tin, pig lead, bar and sheet new horrors in the catalogue of suffering. The outlook for the coming ing. The outlook for the commonths is gloomier than any prediction scribe the appalling privations, the utter destitution which prevail, but a vivid picture can be found in the statement and figures below. They are un-exaggerated and well authenticated.

It is impossible to overdraw the situation, so rapidly do matters become worse. What might have been an exaggeration yesterday, will to-morrow be mate. Some are living or one meal a day, of turnips or of Thousands more are consuming their last potatoes. Local efforts are becom-The people are looking

The following figures are comp ized for the distribution of relief in n, as well as from private inquiries made by your correspondent. They are vouched for by Protestant and tholic clergy, gentry and public offi-

daily in overwhelming numbers.

The returns by counties where the chief distress exists show the numbers

of those suffering to be as follow	:-
RETURNS BY COUNTIES.	
Mayo	64,509
Halway	43,260
Sligo	42,930
Kerry	33,100
Douegal	28,000
Rosecommon	26,150
Cork	23,896
Clare	
Limerick	
Fipperary	6,300
Leitrim	5,800
Wicklow	3,600
Monaghan	2,300
Westmeath	1,900
Longford	1,875
Kilkenny	
Total	312,370

To illustrate the rapid increase of the distress, we may mention that in tifteen 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 alarmino a figure than 66 000 or 38 000 in the 15 days. The rate of increase in these two Counties. if applied to the others, would make the number of the destitute 493,520 or opulation of New Brunswick.

The three funds devoted to the imrediate relief of these sufferers, according to the latest available returns at the present writing were :

Mansion House Fund, Duchess of Marlborough do. 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 necessities of those for whom they promuch 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 state of things on all occasions "it is the Minister of Public Works" the it good; that he has been maliciously the Minister of Public Works "the presented etc. and that Puriously in all probability be equalled, is that of things on all occasions "it is of James Gordén Bennet of the New only one train that is put off its time Council advise that the sum of \$650 be should have nothing to do with it any York Herald, who gave \$100,000 on

6th February.
We are glad that a movement for aidable auspices in Northumberland. ever small their means and how- is another evidence of the slipshod and We understand that the Northumber- a very bad name for the Intercolonial. land 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 party in power. Astounding as it may matter, are called upon to lead in the seem, various members of the Governgood work because of their official posi- ment, from the Premier done to the tion, and they should be aided by all | Minister of Marine and Fisheries-and good citizens, irrespective of local or that is a long way down-denied that 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.

yet in their places near Rock Heads. case without success. eight to twelve inches at the butt. eight to twelve inches at the butt.

They are driven into the river bed detaining the mail for Ottawa from the

those chopped off will certainly en- has kept public attention directed to day, which will give more important danger vessels—especially those of the the very unsatisfactory management of matters for my next letter. 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 Perley would never have been guilty of saying that there were the same train such reckless disregard for the duties of hands, conductors, engineers and train his office or the interests of the port.

The Lebster Tin Drawback.

Isaac H. Mathers, Esq., of Halifax, who sought to open up a way by ap- tinger to report upon the late manageplication, through Mr. Ogden in the ment? What people want to know is House of Commons, to a settlement of why, during an unusually favorable a drawback claim and whose integrity winter, there should be more accidents was impertmently impugned by the in four weeks than ever before occurred Minister of Customs, writes to the Halifax Chronicle explaining the difficulties he met with in his endeavors to get justice from that gentleman's department. He shows that he could get lision at one place. The Grand Trunk Companies to be dealt with by a separate no answers to his applications in some runs forty trains per day on its line, cases and was treated, altogether, in a and yet Mr. Pottinger, in this instance, most unbusinesslike way. He con- can't get half a dozen todins over the cludes his letter as follows :-

that two-thirds of this amount was due me for my exports in 1878. For last year's exports I claim about \$2,300, against which only \$480 has been received, and for a portion of the balance was never in more efficient condition. I am unable at present to make any ap- dragging six hours behind time. plication, owing to the restrictions com-plained 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 daty paid on tin plates was recopper, and muriatic acid, all of which are largely used by lobster packers, sent rule, and with 10 per cent. to per cent. duty on these articles, a fixed rate 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

"Railway Delays."

' To the Editor of the Daily Sun : "-"The present mode of arrival of the Intercolonial express train is causing Instead of arriving at 9.35 a m it i often one, two, three and four hours behind time. There is no excuse can be offered for this as there have been no storms to interfere. Merchants depend on their correspondence reaching them at a certain hour. I trust the this is not continued.

to 18 miles per hour. (We give the Mr. Mackenzie's Government were in powers of the engineers. figures from memory, and if not exact- power. ly, they are substantially correct.)

this particular, wilfully misleading, is it was very soon agreed to would be increased from twenty-six to that many passengers who leave points new Minister and his friend from Half-torty-eight feet per mile with sharp curves, the rate at which the train referred to Keefer, C. E. House fund state that they will require is run is less than 23 miles an hour. £84.000 or \$420,000 more than they If it is considered unsafe to run at that have received, as above, to meet the speed, let it he reduced to a rate that is had been entered upon, Mr. Murray's ers were not signed by them, that he is safe, but the Time Tables should not be counsel applied for an advance of \$500 not aware of owing the county anything; pose to provide, and the other committees engaged in the good work need as nuch as they can possibly get, or persuant that the county and that the county council by a vote was at once met in the friendly spirit that the county council by a vote much as they can possibly get, or persuant county anything the county and that the county council by a vote much as they can possibly get, or persuant county anything the county and the county anything the county anything the county anything the county and the county anything the county anything the county and the county anything the county and the county anything the county and the county and the county anything the county and the county anything the county and the county and part of the management to deny the in which it was made, and we read in facts, but it is indolently said by leadand it is hardly worth while to change paid to John R. Murray on account of way. [Ministerial cheers and cries

the Time Tables for that." These his claim, the same to be deducted dropped.] He then withdrew. gentlemen seem to forget that the from the amount which may be awarding the fund is commenced under favor- Express from Quebec is, perhaps, the ed him by the referee! To ask for an Casey's motion to refer the petition to the most important to the travelling public. advance from the Government was committee on Privileges and Elections Everybody ought to realise the necessity It is certainly one of the two principal pretty cool, but to be granted \$650 inof doing something to save their Irish trains run daily over the road, and the stead of \$500 asked for was really refellow-subjects from starvation--how- indifference manifested in regard to it freshing to the claimant and a pretty ever numerous and pressing the careless spirit now so manifest all along tended he should get an award. He requirements of local charity may be. the line, and which is rapidly gaining was not disappointed. The Arbitrator

Our Ottawa Lotter DISMISSALS FROM OFFICE.

We have had, during the week a discussion on dismissals from office by the that they had dismissed a Governor, a Dominion Arbitrator, the Deputy Minister of the Interior. The General Superintendent and the Superintendent We direct the attention of the Marine of the Intercolonial Railway, the Superand Fisheries Department to the fact intendent and the Engineer of the P. that several of the Fishery Officers of E. Island Railway, a host of Customs, the Miramichi, have been chopping off Inland Revenue, Post office, Railway smelt net pickets level with the ice be- Public Works and Marine and Fishertween Middle Island and Oak Point; ies Officials, and even a widowed postinstead of drawing them as the law re- mistress. The facts made the denial nuires. Some of the fishermen drew look very badly, and recalls the nursery their pickets to save being fined, and rhyme about him who does a fault at These pickets are really spars from ANOTHER ACCIDENT ON THE INTERCOLO-

despatchers as under the late manage-

ment, that the men are paid the same

wages, and that accidents of more serious character occurred under "the late management"! Who asked Mr. Pot-Intercolonial without having three of When stating to the House that I them wrecked! It is worthy of remark I think the Minister should have explained that he went back as far as the time ago, at the very hour when Sir Charles Tupper was assuring "the House and the Country." that the road

> the through mail train for Halifax was MORE RAILWAY CONTRACT MANIPULA-TION.

taken from the Exchequer Court and would result and that complete recovery referred to arbitration, the celebrated case of Murray & Co. rs. the Queen received some ventilation. The returns o an address of the House of Commons on the subject have been recently brought down. It will be remembered that the contract for Section 19, including the Bridge across the Restigouche lost a member of her family by death, was into the valley of the Metapedia was Canada. It was fitting that Parliament in June 1870 let to S. Patker Tuck, should pass this address, assuring the Queen and to be completed by 1st July that her daughter was surrounded by all 1872. He failed to fulfil his con- loyal devotion and tenderest care. He tract and the unfulfilled portion of the contract was about a year later than the first date let to Thomas Boggs and John R. Murray of Halifax. Tuck was to have received a lump sum of \$395,-733 for the entire completion of his in French. The Address was agreed to contract. He was paid for what he d.d and a message sent acquainting the Senate up to the abandonment of the contract, of the fact. \$51,000. Later the new contractors railway authorities will see to it that were, at their request, relieved of the pendence column and, as the delay of price further reduced in consequence the express train going south has become 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 THE CANADA PACIFIC RAILWAY. When the line of \$2,000 per week for such time

This makes the train, even if everything goes well, and there is no unforeseen delay, some two hours late articles. Where the contract and for extrastic chosen to take the responsibility on the Pacific. He had \$4,800 salary at the time. riving at Campbellton. Sometimes a were allowed and paid \$293,344, which | Ministers frad \$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 Moncton, of the lump sum, which by the contract and one year's leave or absence was given but it often happens that additional they were to receive-after deducting him. He defended the increase of salary, time is lost, the result being that the the amount paid to Tuck and tingagreed and spoke of the tremendous difficulty of Northern Express is, on an average deduction of \$116,000 on account of not exploring three thousand miles of an un rather over than under two hours late constructing the Bridge. The Govern- known country. He pointed out at length in arriving at Moncton; to prevent ment would pay no more, and so the the difficulties of construction and argued 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 despatched from Sussex about the time in June 1878 Judge Fourmer gave an some engineers for exceless habits or when the Northern Express should leave interlocutory judgment reterring the worse, who were re-employed by the pre that station, so the fact that this important train is invariably and de- take legal evidence respecting the par- Mr. Fleming, and adopted by his Governliberately run two hours behind the ticulars of the claim. The judge re- ment, by the narrows of Vake Manitoba, time fixed by the official table is, thus, served the question of costs. At this was the shortest and would pass through kept from the daily notice of those who stage a change of Government took the largest track of fertile lands. She lim might cause the change required to be place, and Doctor Tupper became Min. to the south of Lake Maintoba, selected ister of Public Works, instead of Mr. by the present government, would be pro One effect of the time table being, in Mackenzie. And significantly enough bably thirty miles longer and cost a this particular, wilfully misleading, is it was very soon agreed between the considerably distant from stations at fax, the contractor, that it would be a great permanent disadvantage. He had 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 equal to the Intercolonial except that all 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 order of the day for con

good indication that the Minister inawarded him \$79,000 with interest thereon from April 1875 and \$877 in costs, in all about \$100,000.

Mr. Mackenzie, who had a thorough knowledge of the whole matter as it progressed has declared in his place in this view the majority outside of Par- pare his defence. The council by a party liament will concur. It was only another Tory job.

THE PACIFIC RAILWAY. A discussion upon the Pacific Railway was the last important debate of the week. It would appear that we have already expended upon this work ers state that they believe him guilty of in various ways some forty millions of 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 mil lions of acres of land. It is strongly felt in Liberal circles here that th further expenditure on Pacific Railway account for the present should be confined to completing the road to Red 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.

We are promised the estimates on

Ottawa Press Tolegrams.

After routine, Mr. Sproue, a Tory nember 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, fexthat one of them must move, and it would not be him (Rymal,) Then he moved. (Langhter.) It is hinted that Mr. Sproule had given reasonable cause of offence.

PUBLIC OFFICERS.

The House in committee passed 37. Tilley's bill respecting the security of officers of Canada [If Sir Leonard would secure the pas

ing of a bill to prevent the appointment and dismissal of officials solely for political reasons he would confer a lasting en Canada. ED. ADVANCE.] THE ACCIDENT TO THE PRINCES

Referring to the address of congratulation regarding the accident to the Prin cess, Sir John A. Macdonald spoke serious ly of the great danger to the Princess, and dmitted that on the day after the accident In the discussion raised upon Mr. | fatal consequences were feared. He said Guthrie's motion for a return of causes it was now hoped that no lasting injury would take place. He moved, second by Mr. Mackenzie, that the House concur in the address. (Cheers.)

Mr. Mackenzie had great ple seconding this. It was the first time a member of the Royal family was entrusted to our care. It was satisfactory to know that her Majesty, who had recently and extending some nine miles beyond, not to have the pain of a like affliction in was glad to know that Her Royal Highness, without permanent ill consequences, would live in the memory of the acciden with the gratitude and hearty congratulations of the Canadian people. (App.ause.) Messrs. Langevin and Casgrain tollower

work of constructing the Restigouche Mr. Robertson's bill to amend the proce We find the above in the Sun's corres- Bridge and the amount of the contract dure in criminal cases, providing that pondence column and, as the delay of price further reduced in consequence when the public are excluded the prison-

time table under the "Winter arrange- after the date named in the contract for a statement of all contracts let on the ment" was made up the running rate for its completion, namely 1st July Pacific Railway, repeated the stockcharges over the Riviere du Loup portion of 1872, as the work remained uncom-the road was calculated at 23 miles per pleted. The contract was not comto 18 miles per hour. (We give the Mr. Mackeyie's Government were well of the delays, large salaries and unusual

The contractors, now Murray & Co., that Sanford Fleming, as a successful enthat the Government were prosecuting it energetically and econom

the Hooper case being caried, Mr. Hooper At this stage a curious incident took asken permission to read a statement. It place. Immediately the arbitration deciairs that the names of several petition him a detaulter; that if there was any

Mr. Casey said a commission was appointed by the Ontario Government to investigate the defalcation. Mr. Hooper per would not defend himself, but denied the legality of the commission. The com mission sat two months examining witnesses on oath and found that he had improperly applied \$32,000, and so reported to the Government. One surety then 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 prevote agreed to this. Mr. Casey argued that a prima facie case has been made out

Mr. Kirkpatrick replied, pointing out that the commission had not charged Hooper with fraud, but only with debt to fraud but offer no proof. Such charges X 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 he committee.

Mr. Ives argued that the House had no ight 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 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