

terest in the country than the Civil Service Commission—that is, the Commission appointed to investigate the state of affairs in connection with the Pacific Railway. I think it is a remarkable and regrettable circumstance that the Speech does not say anything about that. Possibly, the report of these Commissioners is not as pleasing a document to be read by the friends of the Government as the report of the Civil Service Commission. There is another omission in the Speech that strikes forcibly anyone who had read the Speech of last year, and that is, that whereas His Excellency then spoke of anticipating a very large immigration into this country, particularly into the North-West, nothing at all is said in the Speech which is now before us of the expected immigration having taken place. As far as I am able to learn from the means of information at my disposal, the Government have been unfortunate in their prophecies as to the immigration into the North-West. I only hope that their prophecies of success in other directions contained in the Speech of this session will not be as mistaken as their prophecy in relation to the immigration of last year. The last part of the Speech promises that several measures of importance will be submitted to us, and amongst others, one for the revision and consolidation of the laws relating to Government Railways. I think that the plan adopted by the Government last year and the year before with reference to amendments of existing laws is a very objectionable one. The Government propose to make, perhaps, half a dozen alterations in a Statute which covers forty pages, and instead of bringing down a short measure containing the alterations which they propose to make, and which everyone could understand at a glance, they bring down the whole Statute reprinted with the alterations inserted, and the consequence is that changes of some importance in that way escape the notice of Parliament. I think it would be very much better if the Government would simply give us the changes which they require to make, and when they come to consolidate the Statutes of the Dominion, which I hope they will do before long, then the different laws upon each subject can be consolidated. Now is the time for

*Hon. Mr. Power.*

members of this House to assert their right to be heard in legislation. Last year we had the warmest friends of the Government, at the close of the session, protesting against the manner in which they were compelled to swallow very important measures without an opportunity of masticating or digesting them. I hope the House will assert their dignity this session, even at the risk of rejecting measures of consequence to the Government. In acting as they have done the last two years, the Government have been putting the very strongest argument into the mouths of those gentlemen throughout the country who think that our House is simply a useless piece of legislative furniture. I think it is the duty of every hon. gentleman to insist that, during this session, we shall have ample time to discuss all important measures. There are one or two paragraphs of the Speech which particularly affect the section of the country from which I come. Coming, as I do, from the city of Halifax, I do not feel that I would be justified if I allowed the paragraph in relation to the Intercolonial Railway to pass without a few remarks. It will be remembered that last year there was a great deal of discussion in this House, and in the other House, as to the economy of the Government in their management of the Intercolonial. I am pleased to be able to say that, I think—probably in some measure owing to the discussions which took place last year—the economy on that railroad this year has not been so great as during the year before, and consequently that road is in decidedly better condition than it was twelve months ago. I think that every gentleman who has travelled over the road will concur in this, and it is only fair to the Government to make that statement. I am always ready to find fault with them when I think they deserve it; and it is gratifying to see that they are sometimes willing to take a suggestion even from the members of the Opposition. That is true of the Intercolonial Railway; but, on the other hand, I regret to say that economy on the Prince Edward Island Railway has continued too long, and that the road has lately become unsafe to travel on. The probabilities are that during the coming year the Government will be compelled to