

word is doubted, that the Government had no sooner changed hands than the Chief Secretary of the Public Works Department, Mr. BRAUN, addressed an official letter to him telling him to hand over the patronage of the Railway Department so far as supplies were concerned to the political friends of gentlemen opposite; the firm of BLACK BROS. & Co. I do not blame them for that. I say they would have done wrong if they had not given any patronage that they could legitimately give to those who support them, and in whom they have confidence. Having shown that this report of Mr. BRYDGES bears out all that I claim respecting the good condition in which this great public work was handed over by the late administration to their successors, let me draw the attention of the House to the evidence that there was no excessive or improper expenditure in connection with the supplies. Mr. BRYDGES was sent down to report upon this expenditure, and on the first page of his supplementary report he states that the total outlay for working expenses and maintenance of way for the year ending 30th June, 1874, was \$1,301,550. Now, look at the estimates laid on the table by the present Finance Minister, who wishes the House to believe that he is going to save half a million of money in this matter, and what do we find? We find that while he only asks for \$58,000 for expenditure outside of maintenance of way and working expenses, thereby furnishing the very best evidence that the road was handed over to the present Government in a splendid condition, he asks no less than \$1,300,000 for working expenses and maintenance of way in Nova Scotia and New Brunswick, as against our expenditure of \$1,301,550, showing only a saving of \$1,550. I say, therefore, that I want no better evidence than his own figures to prove that if there were any extravagance on our part the hon. gentleman does not intend to retrench that extravagance. Now, before I pass away from the report of Mr. BRYDGES, I want to draw the attention of the House to a fact upon which he lays great stress. He tells the Government that the political management of the railway is wrong; that it is a vicious system; that it is crowding the department with incapable officials; that men are appointed to the

offices in connection with the railway not because they could manage railways, but because they were political partizans. Well, I think the best evidence I can give the House of the want of truthfulness—no, I will not use that word, I will say want of accuracy in that statement, for the Government placed him in a position not to hear what his ears otherwise would have heard—is furnished by Mr. BRYDGES himself. He himself supplies the evidence that under this political system the late Government furnished the best men that the country could supply for this important work. He, in the first place, becomes an inspector, and then when he says all is wrong, he is clothed with the power to reform, and is made superintendent, and what then does he do? He goes and returns again, and tells the Government that all is serene, and that he has got every position in connection with the road filled with able and competent men. Where do you suppose he got them? He says he got every one of them inside of the Department, that this corrupt, vicious system, that had crowded the Department with incapable officials, had furnished to his hands all the men he had required in order to put that road under the most satisfactory administration. Let me read you what he says:—

“These resignations and dismissals of course rendered necessary the entire reorganization of the different departments, and this has been accomplished by promoting those men in the service who were found to be deserving, and who were fitted for the duties they will be required to perform, and without the employment of one single person, who had not previously been in the service of the railway.

“I have no doubt, whatever, that the organization which has now been perfected will prove to be a satisfactory one. The men who have been placed in the different positions have been selected on account of their fitness for the offices which they have to fill. They have, by their past record, shown that they deserve to have confidence placed in them, and I have every reason to believe that satisfactory results will follow from the arrangements which have been made.”

Now I have shown from his report that he has found everything connected with the road—the rolling stock, sleepers,