

on Wednesday, when the vote for the Speaker was to have taken place. Everyone knows that the vote on the Speakership decides which party shall have the majority, and therefore it was absolutely necessary that trains should arrive on time at their destination. We all know that the newspapers on one side of politics said that the parties were equally divided, and that the election of the Speaker would decide which side should win, and therefore I think extraordinary care should have been taken that the trains leaving Halifax that day were on time. Instead of that what was the case? As I state here in this motion, the train left Halifax at a little after three in the afternoon of Monday the 11th instant and ought to have arrived at Point Levis at six o'clock the following evening. The train got to Truro in the regular time, two hours and a-half. We stopped there 20 minutes for refreshments. After that time had elapsed the train did not start. We asked the reason and were told that the Pictou train was delayed. We waited a couple of hours—I am not certain of the time, but I think it was about that, as hon. gentlemen present who happened to be on the train are aware. When the train came in we discovered that it had been delayed near New Glasgow by a rail being out of order, but that when they got to New Glasgow they found they had been delayed a longer time than was necessary and had thereby detained us. After having been delayed three hours at Truro, we proceeded 60 miles to Amherst and there we had to stop to take another tea at a loss of 20 minutes of time. In coming the other way you take breakfast at Amherst, and 60 miles further east, at Truro, you take another breakfast, which makes a difference of nearly half an hour in the time of arrival at Halifax. The Government have expended some \$200,000 at Point Levis to shorten the road ten miles, yet by a scratch of a pen, which would cost just the price of the ink and paper requisite, the distance to Halifax could be shortened much more. Instead of making up lost time the train crept along, and gentlemen who counted the telegraph posts said we were not making more than ten miles an hour. You may

perhaps imagine that the road was out of order—that there were snow-drifts, and that the train could not make time, but the road was never in better condition than it was that day. The train that had left Halifax sixteen hours before had gone through, without any interruption, in the usual time, but we dragged along, and did not reach Point Levis until one o'clock the following morning. I had taken passage by way of the Canadian Pacific Railway, and the train on that line having left Quebec at ten o'clock, and the Grand Trunk Railway train had left three or four hours before we arrived there. We had to wait until there was a train made up, partly of freight and partly of passenger cars, and the consequence was that instead of arriving at Ottawa a little after noon on Wednesday we did not arrive here until ten o'clock that night. These delays on the Intercolonial Railway have been a constant cause of complaint in Nova Scotia. The complaints, to be sure, appear chiefly in the dismal, doleful newspapers that decry the country and represent one party, and that party the majority, as being made up of boodlers and dupes. Such unnecessary complaints may have the effect of preventing immigration into Nova Scotia, but when emigrants do arrive we want to have a good impression made upon them as well as upon our own people who live in the country. There were no snow drifts to delay the train to which my motion relates; there could have been no raising of the rails from the thawing out of the track, and there was nothing to prevent the arrival of the train on time.

HON. MR. SMITH—I hope to be able to give the hon. gentleman information with regard to the subject to-morrow.

HON. MR. KAULBACH—I think the hon. gentleman has given all the information himself.

THE BEVERIDGE & TIBBETS CLAIMS.

MOTION.

HON. MR. GLASIER moved:—