

point of fact, are now doing almost the whole work of the railway, the older engines being used for very light work, or for shunting purposes."

In another place he says with regard to the Locomotive Department, the most important department in a railway, that it is in a splendid condition, and that without spending an additional dollar he can open the line from Moncton to Newcastle. And yet this is the report upon which my hon. friend came to the conclusion that the road was run down and badly managed and in a very disastrous condition. I turn now to page 43 and I find that Mr. BRYDGES says with reference to the car stock:—

"All these cars will be completed by the end of July; when the passenger car stock will generally be in a good condition, although for the next year or two there will be considerable outlay required for painting and renovating some of them."

So that we have the rails, the sleepers, the sidings, all the new works required except what \$15,000 will supply, the locomotives, the cars—we have everything proclaimed by Mr. BRYDGES to be in a condition that will challenge the most favorable comparison with any road on this continent. Now, I think I need not trouble the House longer with extracts from this report. I stated that I would prove out of the mouth of Mr. BRYDGES that he found this road, instead of being run down and in a bad condition, in such a condition that the late administration have no reason to shrink from the fullest investigation in connection with it, and I think I have done so. But we have been told that there have been very extravagant expenditure in connection with some of the supplies on the road. Now, I do not intend to deal with the statements made by Mr. BRYDGES in connection with the firm of FRASER, REYNOLDS & Co., further than to say one word. The House knows that that matter is undergoing the investigation of a sub-committee of the Public Accounts Committee, and I shall await the report of that committee before addressing a single remark in reference to that subject further than to say this:—That I take this opportunity here in my place in the House to state that I never had in my life any connection with the firm of FRASER, REYNOLDS & Co.; that I never

had any interest in that firm which the hon. Minister of Finance, himself, had not, I say here from my place in this House, that I never had cognizance of the business transactions between the Government and FRASER, REYNOLDS & Co. I state frankly that that company were political friends of the late administration, that one gentleman connected with it, Mr. GRANT, was not only a political but a warm personal friend of my own, and I shall await with calmness the report of the committee, and I shall be greatly surprised to learn that any of these gentlemen have been connected with any transactions which will reflect any personal dishonor upon them, because, so far as my knowledge of them goes they are men of high character and high standing, and have a high sense of personal honor. Mr. GRANT was QUEEN'S PRINTER for several years of the Government of which I was the head. I feel I would be doing wrong, as this matter is under investigation, to address a single word upon the subject except that which I do state in my place, and that is that the Minister of Public Works himself to-day has the same connection—aye, a much stronger connection—with a firm supporting his Government as I had with FRASER, REYNOLDS & Co. I say as Mr. CARVELL has stated in his report that the custom in Nova Scotia has been when one Government went out and another took their place, for the legitimate patronage of the Government to go to their friends. I have no hesitation in saying that that is my policy; that I believe a Government have a right to prefer their political friends to their political foes; and if the patronage of the late Government went to their political friends, I challenge any man living to show that any member of the late Administration ever gave the slightest intimation of a desire to put one dollar of the public money in the pockets of any of their friends more than what would be required to obtain the same supplies elsewhere. But the Government had no sooner changed hands than a rival firm to that of FRASER, REYNOLDS & Co., came to Ottawa, and I presume had an interview with the Minister of Public Works. At all events Mr. CARVELL who is summoned before the sub-committee of Public Accounts will tell under oath, if he is asked, and will produce a letter if his