

Hon. Mr. TUPPER asked if he would be allowed to reply, as he thought the hon. gentleman had made a most important mistake when he said all the other members of the Intercolonial Railway Commission but Mr. BRYDGES were dismissed.

Hon. Mr. MACKENZIE said he did not say they were dismissed, but removed.

Hon. Mr. TUPPER said the hon. gentleman had stated in this House himself that Mr. WALSH had tendered his resignation without any pressure being brought to bear by the Government.

Hon. Mr. MACKENZIE said he forgot to state that Mr. WALSH went away on an election tour, a position which he knew would not be tolerated, and he wrote a letter telling him so, therefore it was equivalent to a removal. (Cries of "oh! oh!") What he meant to say was that there was no voluntary resignation of office except by Mr. BRYDGES, as the moment Mr. WALSH plunged into politics he could not remain. Mr. WALSH had the good sense to see this also and resigned, and he gave him credit for it. Only for the improper remarks of the hon. member for Kings County, he would not have referred to this matter at all. Every gentleman in the House was in possession of the various tariffs published in Mr. BRIDGES' report, and the allegation brought to-night that some individuals had special rates because they were supporters of the Government was to say the least a gross impropriety. He was sure that such a thing never happened, as Mr. BRYDGES' had instructions to arrange for himself and his staff and act purely in the interest of the public as a commercial man. He could not dream that he would act according to political feelings, or under political pressure, to give special rates to any persons or class. He never heard of the accusation before; he never had a word or a line from a living soul or anything of the kind, and he was quite sure the hon. gentleman was misinformed.

Mr. DOMVILLE said he meant to say, if he had not actually stated, that when a tariff was established on commercial principles in order that a railroad might pay, and not that the public might be accommodated, he thought that it did not say much for that tariff when they were compelled by pressure being brought, to alter

it and to give special rates to this man and that man. He was not aware of having made any distinct charge of a special rate being given to political supporters.

Hon. Mr. MACKENZIE said he was glad that the hon. member had made no special charge, but had only insinuated one.

Mr. DOMVILLE said he was not one of those who insinuated without carrying out his insinuation. If he wished to insinuate, he could turn up one or two cases which he thought it would not be out of the way to investigate. It was not a proper thing for the Finance Minister to do to send the manager of a broken down railroad, who had been removed, to take charge of the railroads in the Maritime Provinces.

Hon. Mr. MITCHELL said he had not intended to make any observations during the course of this debate, but the constant attacks made from the other side of the House on the late Administration, of which he had been a member, compelled him to make some few remarks, particularly in reply to the Premier. That hon. gentleman had taken occasion to say that after a railway is built the Government policy was to close the capital account, and to charge all subsequent expenditures on the line to the income of the railway. He asked if this was the policy of the Government with regard to the Spring Hill branch, the extension at Halifax, the extension to the wharves at Shediac, and the extension to the harbor of St. John? When the New Brunswick railroad was built by the Government of that Province, it was constructed on a very limited scale. Although it was well built, the Government, of which he was a member, were not able to finish it as elaborately as the requirements of the present day demanded. Was it to be said that because of this the extensions which were now to be constructed at an expense of millions of dollars, were to be charged to income? The idea was preposterous. They might as well say that the expenditure in laying steel rails on the Grand Trunk Railway should be charged to the income of that road. He did not hesitate to say that the treatment the New Brunswick railroads had received from the Administration of the day had been most unfair. New Brunswick when it entered the Confeder-