

credit on the country. (Hear, Hear.) Unfortunately the section of the road between St. John and Moncton was badly off for rolling stock at present, and under all the circumstances he believed the motion of his hon. friend was calculated to do good.

Hon. Mr. DICKEY said that it was quite apparent that a grievous mistake had been made in the location of the line around the Cobequid Mountains, and that a shorter and less expensive route could have been chosen, and in fact was recommended by engineers. Both sides had been right with respect to the location of the line. The original line was rejected because it had to run through an enormous cutting of rock, and the line adopted was recommended by Mr. Fleming as a substitute. But it must be remembered by the Postmaster General that strong objections was urged against that line by persons of equal eminence as engineers—Captain Tyler for instance. This was not the first time he had expressed himself on this subject, for his opinions were on record among the public documents of 1868. He must say that a better and a shorter line could easily have been found—one which would also have the effect of tapping the mineral traffic of the county. He thought, as respects the working of the railway, there was too much red tapeism; whatever was done had first to be referred to Ottawa, in fact, there was altogether too much centralization. If additional cars were wanted, reference must be first made to Ottawa; a train could not go out of a station without word from Moncton. He hoped steps would be taken to give the public more accommodation—especially for the transport of the mails. After waiting recently for a week without communication with Halifax he had taken the liberty of sending a telegram to the Post Office Inspector at that city, suggesting that he should allow the railway to take care of itself, and go back to the ordinary coach conveyance. The Inspector, acting with his usual courtesy, adopted the suggestion, and the mails were consequently sent five or six days in advance of the train.

Hon. Mr. FERRIER said that what looked like red tapeism was really necessary for the public security, and there was no railway of any length on the continent but was managed by an individual sitting sometimes two or three hundred miles distant. He illustrated this fact by reference to his knowledge of the working of the Grand Trunk.

Hon. Mr. CAMPBELL said that he was glad to hear his hon. friend make such explanations as they showed the necessity of one central management. He would,

however, mention all the facts to the Minister of Public Works, who would certainly do all that was possible under the circumstances.

Hon. Mr. WARK said the difficulties of the road were the result of jobbery and scheming in connection with its construction, and the sacrificing of the interests of the road to private advantage. He did not think the depth of snow during this winter had been exceptional, and they might expect this sort of thing to go on for all time to come. As to roofing in the cuttings as a means of obviating the difficulties, that would not do. It would be too dangerous a proceeding, as the roof might break in, as did the roof on the Pacific, and a train consequently would be liable to great disaster. He thought the Government might take into consideration the advisability of pulling up the line, taking up the ties and rails, and removing it to a route which ought to have been chosen at first. Government had not adhered to the recommendations of the engineers in building the road, and he believed that the road as built was not the road as recommended by Mr. Fleming. The Government would have to take the direct responsibility for all the mishaps of the road, as they had changed the route in New Brunswick from an open country with a population of 20,000 to a wilderness of swamps and barrens where there was no business to feed a railway. The Intercolonial was taken out of its proper course and carried over an elevation five hundred feet higher than that traversed by Major Robinson. The Hon. Postmaster General had expressed the hope that a private company would undertake the control of the road, but he believed that no individual or company would ever be induced to take the road with its present disadvantages. He was of opinion that the only remedy for the Intercolonial difficulties is for the Government to change the route, to take it from the hills where the trouble was experienced, and place it through the open accessible country where it ought to have been constructed at first. This was not the first time he had expressed this opinion. They would find in the records of the House that he had warned the Government before the road was commenced that they were making a mistake, and he thought circumstances proved that the country would have profited had his advice been taken.

Hon. Mr. DICKEY acknowledged the necessity of central management but the local authorities should have more discretion to deal with matters of minor importance—such as the removal of snow, &c.

The Address was then formally passed.