

whether it was possible to relieve the Treasury from the large amount of expenditure required over and above the receipts of the road; and availing myself of every possible source of information, I satisfied myself that large economies could be effected. I therefore set about effecting these economies, not, as I can sincerely assure the House, in a partisan spirit—for I could produce voluminous correspondence to prove that I have been assailed for showing too little regard to the claims of friends of the Government—but without favour or affection, without reference to the political views or opinions of the parties affected. Many officers, supporters of or holding the political views of hon. gentlemen opposite, were retained, while, on the other hand, the services of gentlemen who supported the Government have been dispensed with, and in a great many instances the salaries of men who were strong supporters of the present Administration, were largely reduced. I am glad to be able to say that in the main, these reductions of salaries have been met in the most cheerful spirit that could possibly be anticipated by the parties affected; and I assure the House that no more agreeable duty will I ever be called upon to perform, than to restore these discharged officers to their positions, and to restore those who have been reduced, to the positions and salaries they occupied and received before, so soon as the result of the operation of the road will enable us to do it, without imposing additional taxation on the country for the purpose. When the result is obtained, with the cooperation and efforts of those officers, who, with reduced salaries, are devoting themselves to the public service, and assisting in effecting these economies, who are faithfully discharging their duties upon reduced salaries, so as to enable the Government to balance revenue with expenditure, it will not only be a pleasure, but a duty incumbent upon me to deal in a most liberal spirit with the parties thus entitling themselves to the consideration of the Government. I may say in connection with this, that although this subject was taken up at a very early period, it was late in the season before any great advance could be made, or before these economies could be brought into operation; but hon. gentlemen will find, by reference

to the figures of the current year, that the revenue has already gone very far towards restoring the balance between the revenue and the expenditure of the road. The House is aware that, in addition to the Intercolonial Railway as it stood before, we have, under the authority of Parliament, purchased from the Grand Trunk Railway Company the Rivière du Loup branch, 126 miles of road, extending our road from Rivière du Loup, where it formerly terminated, to Point Levis; and this branch was in a very dilapidated condition. In the winter season it is exceedingly rough, and I may say that, in reference to some charges and complaints which have been made, they have arisen from the difficulties experienced in the operation of this portion of the road. We have laid down seventeen miles of steel rails upon it from the time we purchased it, and on the rest of the track the old iron rails still remain. I need not tell the House that for many years, since 1872, no such difficulty has been encountered in connection with the road in the winter season as during the past winter. Not only have there been storms of a severe character, far exceeding anything encountered for years back, but intense cold succeeding warm weather, and *vice versa*, has very seriously affected the wheels, and, in fact, the whole of the rolling-stock. Not only have we had stormy weather, and remarkable changes of temperature, but we have had 126 miles more road to run, and we have not been able to obtain the rolling-stock to run it. We have had some half dozen engines from the Grand Trunk Railway, but they were continually breaking down and giving trouble. It was a very noticeable circumstance that while on the rest of the road the rolling-stock remained in good order, that which went over the Rivière du Loup branch was continually coming to grief, and with a great deal of it we have had much difficulty, many broken wheels, and so on.

MR. ANGLIN: Was it all on that section?

SIR CHARLES TUPPER: Not altogether on that section; but there was this noticeable fact, that there was scarcely a wheel that broke which had not been over that section. There was a difficulty in obtaining the rolling-stock at the