

"increased charges and the year ending 31st December, 1878," to the motion as it stands. But I would say to the hon. gentlemen it will be in his recollection that when I drew the attention of the House to the necessity for reducing the expenditure on the Intercolonial Railway to the lowest possible point, that he expressed the greatest sympathy with a number of the parties whose salaries were thus reduced, and that I stated very frankly that it was with a great deal of pain that the position of the service made it indispensable to perform the work at the smallest possible cost. But I stated, at the same time, the great pleasure it would give me when the time arrived, when the revenue would balance the expenditure, to take into the most favorable consideration the claims of the officers whose salaries had thus been reduced. The hon. gentleman will be very glad to learn that the time has arrived when it is in our power to fulfil the pledge that was then given to Parliament, and the hon. gentleman will not be surprised to learn one thing, that on a railway where the traffic has increased 42 per cent., there should be some further expenditure in performing that work. He will hardly expect the traffic of the road to be increased to the extent of nearly 50 per cent., and the service to be maintained at the same cost. Every person who knows anything of railways is aware that the expenditure on a railway bears an immediate and direct relation to the traffic. The return will be brought down as early as possible. I shall be only too glad to lay all the information asked for before the House.

Mr. ANGLIN. I have no objection to the amendment suggested by the hon. member, whose purpose is obviously to institute a comparison with the management of his predecessor. I should expect the increase of traffic to lead to some increase of expenditure. The hon. gentleman is quite right in saying that when those reductions were made I did express sympathy with the number of persons whose salaries were reduced, and, as I thought, very unreasonably. I pointed out that there might have been some cases where a reduction might have been legitimate and necessary. Very many salaries of men were reduced who could barely live upon them, reduction in such cases involving a great deal of suffering; and I do not think that a country like this, under even the pressure of temporary difficulties, should have treated some of their employes in the way witnessed. I have heard also, and will try to ascertain whether it is correct, that, during the last year or two, very many of the most competent employes on the road, of themselves, quitted the service, because the compensation they received was inadequate to the services rendered, and insufficient for the supply of their absolute necessities, and that they are among the number that sought employment in a foreign country. It should be seen how many of the valuable employes in the stations resigned within the last year or two—on this point we should certainly have information.

Sir CHARLES TUPPER. I hope I may be permitted as the hon. gentleman has introduced an entirely new subject, to say a word in reply. He said that a large number within the last year or two, of valuable servants of the road, had sought employment in a foreign country, in consequence of a reduction in their salaries. I am glad to be able to say that I am not aware of a single valuable officer having left the road for such a cause. There have been some instances—and it is only right I should take this opportunity, the first offered, of acknowledging—notwithstanding the suggestions of hon. gentlemen opposite, and which suggestions are characteristic of the remarks made by them on all occasions—the wonderful readiness with which the employes of the Intercolonial Railway met the exigencies of the case, and the zeal that they still exhibit in the public service, notwithstanding the reduction in their

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salaries. It is due to them to say that I was scarcely prepared for the manner in which that measure—a very painful one to me—was met by the great mass of the employes. I stated at the time that, in most of the instances in which persons left the service of the road and sought employment in foreign countries, they, after a time, applied to be taken back, showing that they had not benefitted their position by quitting the service, notwithstanding the reduction of their salaries. I am also very glad to be able to say that, notwithstanding the great efficiency of the road and its successful management, I have not lost, to this moment, a single officer holding an important position on the road when I became Minister of Public Works and Railways.

Motion agreed to.

#### IMPORTS OF FLANNELS.

Mr. BUNTING moved for a return showing the number of yards of canton flannel, bleached and unbleached, with the price per yard, and the amount of duties collected on the same, which have been entered for consumption in the Dominion from the 30th June, 1880, to 1st February, 1882.

Mr. BOWELL. The adoption of the motion would be useless. There is no such classification as the motion asks for, and, consequently, it would be impossible to comply with it if passed.

Motion withdrawn.

#### MAJOR RIDOUT'S REMOVAL FROM MILITARY COLLEGE STAFF.

Mr. BUNTING moved for correspondence between the Commandant of the Royal Military College at Kingston, the Major General commanding the Militia, and the Minister of Militia, relating to the removal of Major Ridout from the Royal Military College Staff.

Mr. CARON. I shall be very happy to bring down the fullest possible information that the Department possesses. Still, I must say that I would not like it to be looked upon as a matter of precedent, because it is a matter of discipline; but, as it is a question of considerable importance, the Department will produce the fullest information.

Motion agreed to.

#### THE CASE OF MAJOR RIDOUT.

Mr. BUNTING, in moving for a return of a copy of the charges preferred against Major Ridout, for a copy of the instructions to the Court of Enquiry, and the evidence taken before the Court, said: My object in moving for this information is simply to get it with a view to discuss the subject at a later period of the Session. Much has been said in the papers during the last twelve months, on the subject of the removal of Major Ridout from the College. A good deal has been also said with regard to the utility of this institution, and it is with a view of discussing the whole question that I move for the papers.

Motion agreed to.

#### CADETS IN THE MILITARY COLLEGE.

Mr. STRANGE moved for a return showing the number of cadets who have been admitted to the Royal Military College since its opening, on the 1st of June, 1876; the number who have graduated, the number who have left the institution without graduating, the number now on the strength of the College, and the greatest number attending the College at any one time, and the date; also, so far as can be ascertained, the place of residence and occupation of the cadets who have graduated, with the detailed arrangements, if any, by which graduates may be called upon to serve in