

interests of the Provinces and to scrutinize legislation from the other branch—into discredit. The Speech promises also, bills for the consolidation and amendment of the laws relating to the Customs, Militia and Public Lands. We had heretofore a good many of those consolidation and amendment Bills, and what has been their character as a rule? Why, we find a Bill submitted to us, containing perhaps a hundred clauses, of which ninety-nine are old, and only one is new matter. It seems to me to be very absurd, particularly in view of the fact that the statutes are now being consolidated by a Commissioner, to waste the time of this House in that way; and the better way is simply to bring in a Bill with the one new clause, and then we know what we are doing and what we are expected to do. I have no doubt whatever that the Bills which are promised here, are just of the same character as those which we have had in former years; that the new matter is to the old matter about as Shakespeare's two grains of wheat to two bushels of chaff.

The tenth paragraph promises us a Bill respecting the Civil Service. That, I presume, is a Bill amending last year's measure in some point in which it has been found defective. If the Bill goes a little further than the measure of last year, and provides for competitive examinations we shall all be only too glad to vote for it. There is one measure, to which every one of us can give a most unqualified approval, that is the measure for the examination of the masters and mates of vessels navigating our inland waters. I think that the rapid progress of the Canadian Pacific Railway, is a matter of congratulation. I feel that the company who are building the road have a very good bargain, and I do not see any reason why we should not be pleased that, having such a good bargain, they are hurrying up the work as much as possible. There have been some things in connection with the stock of the company which I do not altogether understand. I am not a financial man, and probably they are all right, but I understand that the stock has been sold at 60 cts on the dollar, which I look upon as an extraordinary fact.

There is a paragraph which has not been noticed by any hon. gentleman who has yet spoken, and as to which I wish to

say a few words. It is the paragraph in which His Excellency says:—

“I have also pleasure in stating that the traffic on the Intercolonial Railway is largely in excess of any former year, and that the balance in favor of the road shows a gratifying increase.”

I share the gratification of the Governor-General, at learning that the traffic has increased; but my gratification is somewhat diminished by the fact that during the past year there have been several deaths on the road—several valuable lives unnecessarily sacrificed. There has been a great deal of property destroyed by collisions and otherwise, which I think might have been saved; and the question occurs to me as to the balance in favor of the road—and possibly the Minister of Justice when he closes the debate will be able to give us information on this point—whether the cost of the new rolling stock rendered necessary by the destruction of the property of the road has been charged to capital account or to revenue account. I think that our opinion as to the paying qualities of the road will depend very much on the answer to this question. Undoubtedly the Minister of Railways has shown a desire to do a great deal of what the Chamber of Commerce of the City of Halifax have requested, in connection with the railway.

HON. MR. ALMON—Hear, Hear,

HON. MR. POWER—I hope my hon. colleague will not make use of this slight acknowledgment to my detriment hereafter; but my impression so far as I can gather from what I have heard is that the Minister of Railways has done a great many things that he was requested to do by the delegates of the chamber of commerce at Halifax.

HON. MR. ALMON—Taking him by the throat.

HON. MR. POWER—My hon. colleague has reminded me that they did that—that he was taken by the throat by some members—figuratively, of course; but what I wished to say was this; that while that is true, while I believe the Minister of Railways has done a great deal that he was asked to do, I venture to think with every consciousness of my own insufficient knowledge of the subject,