

condition. Not only that, but the locomotive power, besides being enough to do the whole business of the road, will give enough to open 80 miles without the expenditure of a dollar. Why, sir, he was unable after the closest examination to show that in the business of the road the receipts of which are three-quarters of a million per annum there was more than £500 missing in five years. In his report Mr. BRYDGES speaks in the following manner of the gentleman at the head of the Audit Office upon whose integrity and ability depended the exposure of any mismanagement:—

“In the Audit Office, at the head of it, Mr. J. J. WALLACE, appears to be a painstaking and careful officer, and with some changes of system, which at my suggestion, he will, I am sure, readily adopt, I think the work in his office will be properly carried on; and the staff in it is neither too large nor too small, for the work which is to be done.”

“All returns from the different stations are sent promptly, and regularly, and with full information to the Audit Office. They are there examined and collated, but there is a want of a perfect and regular system of inspection, of the accounts themselves, at each individual station.”

Then let me turn to page 12 and what do we find. He says:—“I have no reason at all to believe that there was anything wrong at any of the stations.” I think that is a tolerably satisfactory statement with reference to the stations. I am aware that he has pointed to the portion of the road that runs through the county I have the honor to represent, and has charged that the station masters there are old and incapable. That of course is pointed at myself. It would be readily understood that I would suggest the names of station masters for that section of the road, and those station masters recommended by me remain in their positions to this day, and though they may not be expert accountants, they are all men of integrity and intelligence. You cannot expect to secure skilful accountants for a salary of \$400 per annum, an amount which would not obtain the services of an ignorant day laborer. And yet, because these gentlemen are not first-class accountants, the finger of scorn is pointed at them by Mr. BRYDGES, or rather at me for naming such officers, although I named men

of the highest character and integrity. Then, if you turn to the 22nd page, you will find that exception is taken to the location of the Grenville station, and the statement, I have no hesitation in saying, is aimed at myself. He says:—

“The Grenville station, on the Central District, has clearly been placed in a wrong position. It is a mile away from the main road, and with no approach except the one which carries the railway over the river, which intervenes between the road and the station.

“It has evidently been put there for some reason other than that connected with the traffic of the line, and is very loudly and justly complained of by the sections of country through which the roads crossing the railway pass. I saw the people in the vicinity when passing there, and they have agreed to give all the land that is necessary for the placing of the station in a proper place. The cost of removing it and the siding will be \$1,800. This should be done without delay.”

What will the House think when I tell them that that station is there to-day exactly where it was when this report was made, declaring that it must be removed without delay. It has not been removed, and for the best reason, because the man who wrote that report found upon examination that he could not remove it to the place he proposed to do. This station was located by the Chief Engineer and Mr. BRYDGES himself, and if he will remove the seal of secrecy from a letter over his own signature I will prove by his own hand-writing that the location which he now denounces was made by himself and his brother commissioners. It is said that this station should have been placed at the road crossing, and that it was placed where it is for some reason other than that connected with the traffic of the line. Does any hon. gentleman suppose that I would not be anxious, as member for the county, to accommodate the people as far as I possibly could? But when I tell the House that the Chief Engineer stated that the grade at the road crossing was such that every time the train started or stopped would involve an additional expenditure of public money; that it would interfere with the rapid transmission of mails and passengers, that this was the nearest point to that road-crossing that could be obtained without sacrificing the public interest, and that the station was put where it is for these reasons, the House will see that I have just grounds for saying that this report, instead of being a fair, honest and manly report,