

Democrats of the American school, that they are adopting the spoils system which is in force to the south of us, as a result of which we find dismissals of postmasters going on all over Canada. I think every hon. member of this House will agree with me in saying that the exigencies of the Liberal party must be desperate indeed when they have to descend to making these dismissals. I cannot believe that the Postmaster General himself is fully aware of the circumstances in Prince Edward Island; I think if he were, he would proceed with more caution in making dismissals. I know in a very small section in the riding I represent, within a circle of six miles, no less than three dismissals have taken place, and that is going on all over the province. In these cases there have been no charges of political partisanship or anything else as far as I can learn. The dismissals have been made simply because the party had made so many promises to their followers and their heelers, that they are now obliged to create vacancies so that they may fulfil their promises. I think the action of the Government is degrading the civil service of this country, especially the postal service.

The **POSTMASTER GENERAL** (Mr. Mulock). There is no objection whatever to an order of the House, as asked for by the hon. gentleman. With regard to the observations which he made of a sweeping character, I think, so far as they have any application to this particular case, they were quite irrelevant, and in so far as they had any application to any transactions in the Post Office Department, they are wholly unwarranted by any facts. I say, Mr. Speaker, that in my department no man has been dismissed without sufficient cause, and I am prepared, upon the floor of Parliament or any other place, to defend and to justify every administrative act that has taken place since I assumed charge of the department. I deem it proper to make these remarks in order that the hon. gentleman's observations may not pass by unchallenged.

Motion agreed to.

RETURNS ORDERED.

Copies of all documents, correspondence, reports, &c., havin greference to the appointment of Thomas E. Anderson to the position of collector of customs in the town of Napanee.—(Mr. Wilson.)

Copies of all papers, correspondence, petitions, evidence, reports and documents of every nature connected with the dismissal of J. H. Crépeau as postmaster at St. Camille, county of Wolfe, province of Quebec.—(Mr. Ives.)

Copies of all letters, correspondence, petitions, &c., relating to the dismissal of David Ross as postmaster of Kinross, in the province of Prince Edward Island.—(Mr. Martin.)

Copies of all papers, petitions, evidence, reports and documents of every nature connected with the dismissal of Andrew Carmichael, postmaster, Spencerville, Ont.—(Mr. Reid.)

Return showing the names of all persons appointed to the Department of Customs since the first day of July, 1896, also the names of the offices respectively to which they were appointed and the salaries thereto attached; also the names of all persons in the service of the Department of Customs whose services have been dispensed with since the first day of July, 1896, with the names of the offices and the salaries attached thereto respectively.—(Mr. Wood, Brockville.)

It being Six o'clock, the Speaker left the Chair.

After Recess.

SECOND READINGS.

Bill (No. 34) to incorporate the Canadian Securities Company of Montreal.—(Mr. Madore.)

Bill (No. 35) respecting the Canada Atlantic Railway Company.—(Mr. Belcourt.)

Bill (No. 36) respecting the Toronto, Hamilton and Buffalo Railway Company.—(Mr. MacPherson.)

Bill (No. 37) respecting the Niagara Grand Island Bridge Company.—(Mr. Ingram.)

Bill (No. 38) respecting the Kingston and Pembroke Railway Company.—(Mr. Britton.)

Bill (No. 39) respecting the Canadian General Electric Company (Limited).—(Mr. Lount.)

RAILWAY ACT AMENDMENT.

Mr. MACLEAN moved second reading of Bill (No. 4) to amend the Railway Act. He said: I desire to call the attention of the House for a moment to the provisions of this Bill. The first and main clause reads:

Upper berths in sleeping cars when not occupied or engaged for the night shall not be lowered; and any company violating this provision, after complaint has been made to the porter or conductor, shall be liable to a fine of ten dollars, which may be recovered in any court of competent jurisdiction.

A similar provision has been adopted by various states in the neighbouring Union, and that law has been found to work satisfactorily. It is without doubt a great convenience to those who travel in sleeping cars, that the upper berth should be closed while it is not in use. There is really no hardship sustained by the railway in this; and if the railway companies suffers nothing, and if the convenience of the passenger is increased, then let us adopt this law. It is perfectly constitutional for this Parliament to pass this law; and from the expressions of opinion in the public press and from letters I have received from travellers who use the railways a great deal, I know that public opinion will sustain this clause of the Bill. Now, with regard to the second clause, I might say that the transportation problem, next to the