

Trunk, between Riviere du Loup and Quebec, was kept free when other portions of line were blocked up.

Hon. Mr. FERRIER explained that the company had especially provided against heavy snow storms on that section, and consequently it was kept more free than other parts of the line. As respects the section mentioned, he believed it was somewhat prematurely opened at the urgent request of the people, and under such circumstances it was not strange that no station had been provided.

Hon. Mr. ROBERTSON said that it was not fair to Mr. Carvell to blame him for all the difficulty that had arisen. He had been hampered from the want of funds to carry on the railway as he wished. He (Mr. R.) knew of his own knowledge how desirous that gentleman was of doing his best for the public. He was confident that there was not a piece of railway in North America that was better laid than that between St. John and the Bend of Petitcodiac, and the only trouble in keeping it in perfect order was the want of sufficient funds at the command of the Manager.

Hon. Mr. ODELL said he would after what had fallen from honorable members say a few words on the question. The Hon. Postmaster General had spoken of the delays which had occurred on the Intercolonial as being only delays of an ordinary character, incidental to the winter season, but he would remind the honorable gentleman that the delays complained of were not delays of hours, but of days, not days alone, but days and nights, and were reaching into weeks. He could not accept the argument of an exceptional winter as at all satisfactory. The nature of Canadian winters was well known, and its exigencies ought to have been provided for. The Hon. Postmaster General had stated that the road was entitled to consideration on the ground that it was a new road, but that was not the case. A portion of the road had been open for quite a length of time. His opinion was that the real reason of delays and inconvenience on the road was that the Government had made a mistake in locating the line. For some reason or other the road had been diverted from the course recommended by the engineers, perhaps to suit private interests. The road was run through a country where deep cuttings had to be made, and where the snow by filling these cuttings up continually impeded the progress of traffic. He himself, a short time ago, on going over the road found the train stopped by drifts near Tiuro. The road was after some work

cleared, but he had objected to leaving his quarters at two o'clock in the morning when the train started, and he determined to wait for the next train, and on meeting the same cutting the next day, they found it filled up again, though no snow had falling on the mountain. At Folly Lake he met with another delay, and the journey on the line altogether occupied from Monday to Saturday. He attributed these irregularities altogether to the great error in diverting the road from its proper course to gratify private interests. A portion of the route was found utterly useless, and would he supposed have to be roofed in. Another reason which gave rise to a great deal of this complaint, was he allowed, that the railway was not able to command sufficient funds. He had learned from actual observation in going over the road that the men employed to clear the track were overworked. During one of his detentions he found that the gang of men employed in shovelling the snow had been on duty for two days and two nights, and one of them informed him that his feet had been wet for five days. Their pay was but \$1.20 per day, and with that remuneration even they were taken away from their villages, where they might enjoy some portion of comfort, and detained at the drifts for days, under an extra expense, and without any more than ordinary remuneration. He was satisfied that the employees of the line did their duty, and the fault did not properly lay with them. The fault was that the road was not possessed of sufficient funds to maintain efficiency, nor to pay these men adequately. He trusted that while the matter was under consideration, Government would make provision for the better remuneration of the servants of the road.

Hon. Mr. MACFARLANE said that there was no doubt that the section of road of which his hon. friend complained was very far from giving satisfaction to the public at large. It was only necessary to look at the files in the reading room to see that the latest Halifax date was as far back as the 4th of March. It must be remembered, however, that the road was opened before sufficient accommodation had been provided, and it was thought this season would be comparatively mild inasmuch as the last had been so severe, but as every one knew the reverse was the case. Similar difficulties were always occurring on older roads. He had travelled through the State of Maine and been detained for several days. The Intercolonial Railway, in his opinion, would be a most substantial structure—one that would reflect