

the condition of the railways. He was clothed with the title of Inspector, to inspect these roads, with the knowledge that if he could make out a case and undermine the manager of the public railways of New Brunswick and Nova Scotia, there was a situation open for him. He goes down, undermines the manager and gets the position. If these gentlemen wished to have Mr. BRYDGES' report accepted by the people of this country as an impartial statement, they would not have sent a man to make it who was in search of employment and got it by displacing another. I do not under-rate the ability of Mr. BRYDGES and whatever integrity he may possess. I say he was placed in a position of temptation that no Government should have put him in. His ability no man will question. If there is a man in this country who is able to put the English language together in a way that will convey an impression favorable to the views which the gentleman himself wishes to be conveyed, that gentleman is C. J. BRYDGES. I will fearlessly place this report in the hands of the ablest railway men in this country; in the hands of men who are most capable of criticizing the condition of railways, and rest my whole case as to the condition in which he found the Nova Scotia and New Brunswick Railways. Yet so ingeniously is it strung together that it is calculated to leave an impression upon the minds of the people of this country and of gentlemen who do not examine it carefully, the same as that expressed by the hon. Finance Minister to the House—that the railways were found to be in a bad condition. I will take that report and prove within itself that Mr. BRYDGES found the Nova Scotia and New Brunswick railways in a condition which will bear favorable comparison with that of any railroad on this continent. Every person knows that this item of \$546,000 grew out of the vigor and energy displayed by the Government in putting these railways in a complete and efficient condition. Every one knows that has read this report that Mr. BRYDGES states in it that so completely had we provided for all the new works that a sum of \$15,000 is all that is required to complete them. It was only the other day that these two systems of railways in Nova Scotia and New Brunswick were brought together by the con-

struction of the Intercolonial line between Moncton and Truro. Everyone knows that the superintendent of these two lines was engaged in amalgamating the two systems and that we made large expenditures in relaying the track with steel rails, until we brought the road into such a condition that Mr. BRYDGES, after going over it, and examining every nook and corner, reports to the Government that all that is required for new works during the year, is an expenditure of \$15,000. Yet when less than \$20,000 is required to put the railway in splendid condition, the Finance Minister asks the House to believe that he found those railways run down and in bad condition. This report shows that in rolling stock, cars, and the whole condition of road, Mr. BRYDGES is compelled by force of facts that he cannot evade, to report to the Government that he found this road in such a position that it would challenge comparison, and challenge it favorably, with any railroad in this country. Let me draw the attention of the House, in support of this statement, to page 17 of the report, in which he speaks of the new works required on the whole system in New Brunswick and Nova Scotia. He says:—

“In regard to the question of the amount of accommodation now existing along the line, and what is required to provide what is necessary, I may say generally that there is almost everywhere sufficient accommodation at present. Halifax, of course, I shall deal with separately, but outside of Halifax the most urgent is an extension of facilities at Pictou Landing. There are, in addition to this, a few matters which I think ought to be done this year, not, however, costing more than \$15,000, and which, when done, will, with what I understand has already been authorized in the last estimates, place the entire system in a condition which will be satisfactory, for a considerable increase over the present traffic.”

So the commissioner sent to spy out the nakedness of the land, and hunt for a situation for himself, is compelled to come back and tell the Government that he cannot find a place where he can spend \$20,000 on the line, because \$15,000 will put everything in such a splendid condition that it will not only meet all the present necessities of the road, but provide for a large additional traffic. On page six, he says he is compelled to report an enormous expenditure having been made in previous years, and the road having been brought into a thoroughly efficient