

ton for three hours, and no one knew or would explain the cause of the detention. Similar delays, in his own experience, was frequent at all the stations, and yet no one explained the reason. The hon. gentleman went on to describe the experiences of himself on his way to Parliament; the inexplicable delays at stations, and the unsatisfactory system of running the trains along the line. When the conductors at last thought it necessary to make up for lost time they pushed forward at a rate which was positively unsafe—at the rate of 40 miles over a very imperfect road. Then the train got off the track, and they were thrown down a precipice, and some persons were severely bruised, and all this happened because the conductor went at so unsafe a pace. The Intercolonial Railway, he contended, had been unfortunately located between Amherst and Truro. The road had been unnecessarily lengthened by some two and a half miles, and a cutting had been made in a place where the snow most always lodged. He was not therefore disposed to throw all the blame for the delays between Halifax and St. John upon the conductors, for a great deal of difficulty arose from the location of the road. If this state of things was to be continued, it was better to go back and establish the old coach system as respects the postal accommodation in the winter season. During the year fourteen days had elapsed without postal accommodation between Halifax and St. John. With these observations he asked leave to move that an humble address be presented to His Excellency the Governor General, praying that His Excellency will be pleased to direct that an immediate and full investigation be made into the management and working of the European and North American and Intercolonial Railways, between St. John and Halifax, in order to secure a more safe and regular transport of the mails, passengers, and freights over the said railways.

Hon. Mr. DICKEY seconded the motion.

Hon. Mr. CAMPBELL said that the fullest attention would be given to the statements which the hon. gentleman had made from his own knowledge. Of course, in criticizing the management of the railway, he must remember that the communication between Halifax and St. John had only very recently been opened up, and it was inevitable that difficulties should occur at the inception of the undertaking. Every one must ad-

mit that the experiences of the hon. gentleman were after all only such as most persons had met with when obliged to travel during our Canadian winters. Mr. Carvell was the manager of the line to which the hon. gentleman especially referred, and he was chosen because of his recognized experience and ability in connection with railway management. Whether he had been doing his duty fully would of course be a proper subject of enquiry on the part of the Government, for all that they wished was to secure every possible accommodation for the public. It is quite possible that these roads would be better managed if they were in the hands of private individuals. He hoped that they would be so managed in the course of time. As to the delays mentioned by the hon. gentleman, they were not inexplicable; he had been frequently detained in the same way on the Grand Trunk and Western railways; but still he thought every information on the subject should be given to travellers. With respect to the improper location of the route of the Intercolonial in Nova Scotia, it had been done by competent engineers and supervised by Mr. Fleming, to whose ability all would bear testimony. Whether an error was made or not he could not say, but he knew that the Government had been guided by the reports of the engineer. Before coming to any conclusion on the subject it was only just to ascertain what was to be said on the subject by the engineers who are responsible for the location of the line.

Hon. Mr. LEVELLIER DE ST. JUST said that he wished his hon. friend would include in his motion the management of the line from Riviere du Loup to Trois Pistoles. This section had been only very recently opened, and yet nothing had been done to secure the accommodation of the travelling or business public. He found on that part of the line no sufficient shelter, and the officials unable to give the information required. Some farmers came to a station, and were obliged to tumble their produce wherever they could. As to the location of the road to which reference had been made he knew there had been changes since the Engineers had located the route; and that had been done for electioneering purposes. A Committee of the House, three sessions ago, had enquired into such subjects, but the report was not received on the plea that it was too late in the session. It was, of course, to be expected that difficulties would arise at times on account of the heavy falls of snow. It was singular, however, that the Grand