

Hon. Mr. CARRALL said that he had not a word to say with respect to the present Speaker of the Senate except what was in his favor. Everyone recognised his high ability, but at the same time, he (Mr. C.) must confess that the Government had not exhibited that regard for the House which ought to have been shown by them in all such matters. He was curious to know if the Government proposed to make the Senate a magnificent sort of mausoleum, in which moribund politicians might be decently interred from time to time. (Laughter.)

Hon. Mr. CAMPBELL said that no definite rule could very well be laid down with reference to the number of Cabinet Ministers in the House. He thought that if four out of the thirteen Ministers could occupy seats in the Senate, it would be very desirable, but it was impossible to manage that always. It had been more than once a matter of complaint that there were too many members in the House, and that fact had been adduced as a sign of the weakness of the Government. Whilst the Provinces were fully represented in the Commons it became a matter of less consequence whether there were two or four Ministers in the upper branch. As to the remarks made in reference to the Speakership—and he was gratified to find everyone bearing testimony to the ability of the present occupant of the chair—it must be remembered that that appointment would naturally depend on a variety of questions affecting the position and management of the Government. In the course of the discharge of their public duties there may be reasons inducing them to go outside of this House. Since Confederation was formed several new Provinces had come in, and others were expected, and so it might be advisable eventually not to augment the Ministry so as to give representation to all the sections, but to make the Speaker of the Senate a member of the Cabinet. We must certainly, ere long, give up the idea of having all the different sections and provinces represented.

The question then dropped.

The House adjourned until Thursday, at 3 o'clock.

THURSDAY, March 13th.

The SPEAKER took the chair at three o'clock,

Hon. Mr. AIKINS introduced a bill with reference to land in Manitoba and the office of the Secretary of State for the Provinces. Ordered for a second reading on Tuesday next.

THE MARITIME RAILWAYS.

Hon. Mr. BOTSFORD said that the matters to which he was about to allude were principally interesting to the people of the Maritime Provinces, but still he assumed they were none the less important in the estimation of the Government. During the past two years it has been notorious that the accommodation afforded by the European & North American Railway was not such as to give satisfaction to persons engaged in trade. As a natural result of railway construction, local manufactures had sprung up along the route, but in consequence of the deficiency of the rolling stock on the line in question the parties who had expended their money in the expectation that they could have their produce taken to market without delay have been grievously disappointed. The public press of New Brunswick and Nova Scotia had frequently directed the attention of the Government to the matter, and he regretted to find that these remonstrances had not yet received the consideration to which they were entitled. As respects the accommodation afforded to the travelling public, its insufficiency was evident to any one who had the misfortune of travelling over it in the winter. Last year, from motives of economy, no sufficient expenditure was incurred for the locomotives that are necessary for transporting passengers on that road. Engines which had been run during the summer, and were entirely out of order, were the only ones relied upon for the traffic during the winter, and as it unfortunately happened this had been a very severe season, and there had been consequently a great interruption of traffic as well as detention of the mails. The postal accommodation had been more irregular during the past year than it was even during the time when the mails were carried by public stages. In some instances, the bags had been carried past their proper destinations, and only brought back after a great deal of most injurious delay. It was not necessary to have a full enquiry by a committee into the subject; the facts were so patent to everyone that the Government were bound to look into them at once. He had known the English mail delayed at Amherst for three days when in six hours they could have been carried to Moncton. Of course in cases of snow storms allowances must be made, but even then the authorities on the road ought to be prepared to meet such difficulties with some prospect of success. He had known a case where the regular mail train was kept at Monc-