

tory for survey, or for some other reason, special permission has been asked and has been granted, in the same way as the request has been made, and I have no doubt that, if a similar request were made on the part of our Government, the same permission would be given. Of course, there was an allusion made to the time when we had troops to send to Manitoba, and to the fact that these troops were not allowed to go through the Sault Ste. Marie canal. That may be, but things at all events have changed since that period, and I must say that the relations between the two Governments are of the most friendly nature possible. The hon. gentleman says that a survey ought to be made, and another hon. member from British Columbia, who has spoken, has dwelt upon the necessity of having a survey of the boundary line between British Columbia and the United States territory of Alaska. Well, this matter has been brought to the attention of the Government several times, and I have no doubt that one day a survey will have to be made. But the absolute necessity of such a survey has not yet appeared; and as the Government had to make a great many other expeditions of a more pressing nature, we have thought this matter might be delayed. However, the Government will not lose sight of it. There is no objection to the address.

Mr. MILLS. This matter was under the attention of the Government some years ago. After some correspondence with the American Government on the subject, it was found that the survey of this boundary would cost between \$3,000,000 and \$4,000,000, and on account of the very serious expense it would entail, neither Government was disposed to carry on the delimitation of the boundary between the American possessions and British Columbia. I think in 1877 a Mr. Hunter was appointed by the Canadian Government to mark the boundary, according to the treaty of 1825, at certain important points. That was done, and the American Government agreed to accept that, for the time being, for all practical purposes, as the limitary line between their possessions and our own. There is no doubt that if the country is occupied by miners on both sides, in so far as the territory is occupied, it will be necessary to ascertain where the true boundary is; but considering the very large expense that will be required for the purpose of laying down the boundary, I do not suppose that either Government are disposed at the present time to undertake that survey.

Motion agreed to.

RETURN TICKETS ON GOVERNMENT RAILWAYS.

Mr. WELDON moved for:

Return of any orders or instructions of the Railway Department as to the sale of return tickets, limiting the periods in which such tickets can be used; also, of any claims made by persons holding such tickets for damages for being ejected from the cars, and what amounts, if any, have been paid for such claims.

He said: I wish to call the attention of the Minister of Railways to what has caused a great deal of annoyance in Nova Scotia and New Brunswick, with regard to return tickets on railways. At one time, a regulation was passed, by which parties could get a return ticket and use it at any time; but, some time ago, regulations were made, by which the time of using tickets was limited from three to seven days, if I remember aright, and after that time had expired the tickets could no longer be used. This has been a cause of a great deal of trouble. Some time ago, a gentleman holding a position under the Provincial Government, came from Newcastle to Moncton, and happened to stay over two days. Going back he offered a return ticket, and the conductor said he must pay his fare. He declined to pay it, and was ejected from the cars; he was not even allowed to return for his valise, and it was lost. Whether he has made a claim on the Government for damage I do not know, but I under-

Sir HECTOR LANGEVIN.

stood he is about to commence an action. Another case was one, an account of which I will read from a local paper:

"A young lady from some part of Cumberland county went to Truro to make arrangements for attending the Normal School during the present winter. After making the necessary arrangements in town, she deposited her money in the savings' bank, bought a return ticket, and went home to remove her effects to town. While at home her mother unfortunately was taken ill, which detained the girl at home some days beyond the time marked on her ticket (she did not seem to be aware of the limitation). Finally she came to Wentworth station, on her return to Truro, got her trunk checked and took her seat in the car. Soon after the train started the conductor came along."

Then, after some remarks concerning the conductor:

"On looking at the young girl's ticket, he pompously told her it was no good; that the time had expired. She explained to him the circumstances, told him her money was in the savings bank in Truro, and that her bank book was in her checked trunk. The great man with the rotund figure, blue coat and brass buttons was inexorable; he would not listen to any explanation; and savagely told the girl that unless she paid the fare into Truro he would put her off the train at the next station. The girl offered him her waterproof as security, but he refused to accept that, and finally demanded the check of her trunk, which she gave him, he telling her that she could redeem it at the station in Truro. On getting to Truro he handed the check to an official, with instructions as to its disposal. Next morning the young girl came to the station to redeem her trunk, and explained the circumstances to the officer to whom the conductor had given the check. The officer in question, feeling annoyed at the conductor's attempt to make him a party to so ungentlemanly and boorish a trick, promptly handed the girl her check, and when the pompous conductor subsequently returned and demanded the fare which he supposed would be collected from the girl, he was properly snubbed and informed that Truro station would not be made a pawn shop for him. As might be expected, he went off mad and crestfallen."

Several other instances of a similar nature have come to my notice. It seems to me that when a person takes a return ticket he ought to be able to use it at any time; it makes very little difference to the railway, and it is a great accommodation to the public, because persons are frequently detained. If I am correctly informed, persons going from Newcastle to Moncton can only get a ticket for only two days. It may be alleged that there may be frauds by persons disposing of return tickets. That, of course, may happen even with limited tickets, but in these cases the conductors of the train, knowing the parties who travel, can easily check any fraud of that kind. The circumstances to which I refer took place in November or December last; but I find that even so late as the 10th of March another instance took place, as follows:—

"It is said that a bailable writ has been served on a conductor on the Intercolonial Railway, who runs on the northern accommodation train between Moncton and Campbellton, for putting off a passenger who tendered a return ticket, the date of which had run out, and who had refused to pay the extra fare. Probably no regulation on the road has caused so much trouble and annoyance to the travelling public and to the passenger department of the Intercolonial Railway as the enforcement of the rules respecting the time of use of return tickets. Since it has been put in force the general ticket agent at Moncton has been repeatedly threatened with legal action for the recovery of extra fares exacted from passengers, and it is said settlements have been made, in order to prevent the matter going into court. Conductors have several times been instructed to give one, two and three days grace to passengers travelling on return tickets, with the view of arriving at an amicable settlement of the difficulty, but there seems to be as much difficulty experienced as before. The public will watch with interest the result of the case in which proceedings have been taken."

I trust that some regulations will be made which will give more accommodation to the public and prevent this annoyance and inconvenience. Not only so, but the Department may be involved in considerable expense in defending suits for damages, as this extract shows a case will probably be brought against one of the conductors, in order to test the legality of such action. It seems to me that in order to avoid any litigation and to prevent annoyance to the public, the Government should alter this regulation and allow return tickets to be used at any time, thereby giving more accommodation and facility to the travelling public without causing any detriment or loss to the railway.

Mr. FOSTER. I rise merely to endorse, so far as I can, the remarks which have fallen from the member for St.