

Railway Committee. A large number of railway men being in that committee room, great interest was manifested in the clause by them, and the clause was struck out in the committee. When the Bill came down, I went up at once and spoke to a leading member of the Senate, and said: "How is this? The Government accepted my clause; it goes up to the Senate, and it comes back with that clause excised." I was then told that our own North-West senators had done this; and I went and saw my friend Mr. Perley, who, I understood, had moved in the committee that the clause should be dropped, and he told me that he had done so, and explained to me a much better scheme than he had for protection against prairie fires. That scheme I have not seen take shape anywhere, but when I went to Mr. Longheed I found that he, instead of being opposed to the clause, was in favour of it, and he said that he had seen more interest taken in it by certain members of the Senate on that committee than he had ever noticed before. Now, Sir, I move this clause. It runs somewhat like this:

"Every railway in the North-West Territories shall have the right to enter upon uncultivated land within 200 feet on each side of the track for the purpose of ploughing a fire guard, and shall burn off the grass between the fire guard and the track. Every railway in the North-West Territories shall, not later than the 30th June in each year, through the uncultivated lands where the Railway Committee of the Privy Council may order or direct from time to time, plough a fire guard six feet wide on each side of the track parallel thereto, and not less than 200 feet distant therefrom, and, as far as practicable, burn off the prairie grass between such fire guard and the track; and every railway failing to comply with the order or direction of the Privy Council in this behalf shall be liable to a penalty of _____ dollars, which shall be enforced before any judges of the Supreme Court in the Territories sitting without a jury."

Now, Sir, I want to urge on the Government's attention the importance of dealing with this question of prairie fires. I have no doubt whatever that objections will be made to this clause on behalf of the railways, and I grant that a railway—for instance, the Canadian Pacific Railway—may very properly say: "This is not in our bond. We have a contract with you, we have fulfilled our contract, but where will you point out to us in our bond any obligation to make these fire guards which you require us to do now?" If the Government should come to the conclusion that this contention on the part of the Canadian Pacific Railway, and other railways, is a just contention, then the Government should communicate with the Canadian Pacific Railway. Let the Railway Committee of the Privy Council come to an arrangement with the Canadian Pacific Railway, and other railways, as to what shall be their mutual obligations, and arrange some plan by which the dreadful scourge of prairie fires can be averted. The other clause is to the effect that:

"Every railway in the Dominion of Canada shall, on and after the 1st January, A.D. 1893, equip its freight cars with automatic brakes, and both freight and passenger cars with automatic couplers."

Now, Mr. Speaker, every member of this House will occasionally find a newspaper on his breakfast table announcing the death of a brakeman, and upon enquiry we will find that, in nine cases out of ten, it arises from the dangers attached to running freight cars with the present inefficient equipment. I may say that in some States of the Union laws have been passed compelling all railways running in those States to have, as a pro-

Mr. DAVIN.

tection, automatic brakes and automatic couplers. The next clause is an amendment of clause 194 of the Railway Act. The only change really made in clause 194 of the Railway Act is this: that whereas that clause provides that railways shall build fences where the line runs through municipalities, the clause as I amend it will provide that it shall not only be bound to build fences on each side of the line where a railway runs through municipalities, but where it runs through any settled district. I do not apprehend, I may say, any objection to this clause from the railway interest, although they may possibly wish that we should define more clearly what a settled district may be. But after that has been defined it will be for the judge to say what a settled district is. Now, this clause does not merely relate to the value of cattle killed; it does not aim merely at estimating the damage done to some poor man in the North-West, whose cattle have strayed on to the line and have been destroyed by an engine or train coming along. I am not thinking merely of the damage done to these men, and when they come into court the counsel for the railway gets up and pleads that these cattle were trespassers. When I had time to practice law in the North-West one of the first cases I had was a brief from the Canadian Pacific Railway in a case of this kind, and I had the man non-suited at once. It was my duty to have him non-suited, hard as it was on him. But, Mr. Speaker, what I am thinking of is the danger to life. Every day we read in the papers of a train coming along where three or four cattle is on the track. The engine strikes against the cattle and is thrown off the track, and then what happens? Fifty or sixty persons are killed, and more are wounded. A case like this occurred only the other day; such cases occur constantly; and I am perfectly certain that railway magnates who show themselves, as we are glad to recognize and admire, so philanthropic, after they have piled up vast wealth, and so generous to every charity, will agree that more protection must be afforded. I have not the least doubt whatever that the dangers that arise from exposing valuable lives through cattle trespassing, as it is called, on the railway, will persuade them to take the same view of this question as I do. I may say that I have spoken to a prominent railway man—I have not his permission to give his name—in regard to that clause, and I do not anticipate any opposition on the part of the railways. I move for leave to introduce this Bill.

Motion agreed to, and Bill read the first time.

BUSINESS OF THE HOUSE.

Sir HECTOR LANGEVIN moved:

That Government Orders have precedence on Thursdays for the remainder of the session.

Motion agreed to.

INLAND REVENUE ACT.

Mr. COSTIGAN moved that the House resolve itself into Committee of the Whole, on Tuesday next, to consider the following resolution:—

That it is expedient to amend The Inland Revenue Act, and to provide that the person in whose name a license is granted to act as a compounder shall, upon receiving such license, pay to the Collector of Inland Revenue the sum of one hundred and fifty dollars.

Motion agreed to.