

intendent of the Government Railways; with any reports or minutes of investigation in relation to said dismissal of Mr. Boggs, and a statement of the number of persons now engaged in performing the duties imposed upon Mr. Boggs at the time of the accident which led to his dismissal. This, he said, was a claim by a very humble individual, which merited careful consideration, with the view of making him some compensation. He (Mr. Tupper) had taken pains to ascertain its accuracy, and he would briefly state the facts of the case. Mr. Boggs entered the service of the Nova Scotia Railway in September, 1869, and, after filling several responsible positions, was, in March, 1876, promoted to be train despatcher at Truro, which situation he continued to hold till 28th May, 1877, when he was suspended in consequence of an accident caused by mistaken orders given by him while he was unfitted to discharge his duties in consequence of over-work. After eight weeks' suspension he was dismissed, though, during eight years, he had given perfect satisfaction. For some weeks previous to the time the accident occurred, the train despatching staff at Truro was altogether insufficient, there being only two men to perform the work in consequence of the second official, Mr. McCallum, having taken ill on Thursday, 24th May. From that time till midnight on the 26th, Mr. Boggs was on duty, making 59 hours' work without rest. On Sunday night, the 27th, until 9.30, at which time the accident occurred, no other help had been supplied, and for the whole two days previous to the accident he had to perform the duties although frequently assured by the Divisional Superintendent that assistance would certainly be supplied shortly. On the day following the accident, however, three officers were appointed to discharge the duties which for fifty-nine hours of uninterrupted service, without rest, he had been compelled to attempt to perform. And, shortly afterwards, Mr. McCallum resumed duty, thus making four at least to do the work which Mr. Boggs had been compelled to do alone; and he believed that he was correct in

stating that seventeen miles of road were transferred from the division worked through Truro to another division, and since then worked through Moncton. So that four persons were employed to do actually less work than Mr. Boggs. At the investigation into the cause of the accident, held in Truro on the 2nd June, Mr. Boggs stated that he had been overworked, but no attempts were taken to ascertain why help had not been supplied previous to the accident. He (Mr. Tupper) felt that he had no need to make any remarks to the House upon these facts, if they were facts literally and strictly correct, and they were not contradicted at the investigation. No member of this House or this Government would for a single moment say Mr. Boggs was responsible for the accident, which, fortunately, did not result in any loss of life. The accident occurred in consequence of a wrong order having been given, but this, he need not say, was the result of overwork. There was no question which deserved more particularly the attention of the Government or any parties connected with the working of a great railway than the question of overworked railway officials. The *London Lancet*, the highest authority, perhaps, in the world upon this point, in an article, brought out the important fact that, if railway companies overworked a railway officer, an officer from whom vigilance and close personal attention to the safety of life and property were needed, his brain was brought into that condition by being overworked, for any length of time, that he was very apt to give an erroneous order. A great case which came up in England, turned entirely on the responsibility of the railway company, in consequence of it being established that the officer through whose neglect of duty or inattention at the moment the accident occurred, had been previously overworked. Now, if it had been established that being previously overworked would account for moving a wrong lever, or giving a wrong signal, or failing to comprehend at midnight all the movements that had taken place on the railway, what should be said of a Government who discharged an officer for these

MR. TUPPER.