

in many respects brilliant citizen in the person of Mr. Albert D. Kean, of Orillia. Though on the short side of 30 years of age and only about five years in the practice of his chosen profession—the law—he had already made a fine record and had won a position that would surely place him in the upper story of professional success. Those who knew him had high respect for his many good qualities of head and heart. A shrewd business man, a thinker and tremendous worker at all times, with due regard to all the relations of life adorning the social circle with his intellectual vivacity, indefatigable in church matters for its advancement and prosperity, his private life without blemish, exercising with all a practical charity that will ever be remembered to his credit, he almost seemed to have a premonition of a short existence and accordingly crowded into the short space allotted to him the work of an ordinary lifetime. We sympathisingly record our feeble tribute to a citizen's worth, and regret deeply that the brotherhood of a few days since has been severed by one of those casualties that now and then render families stricken and cause communities to reflect on that great transition inevitable to all of us."

It is not necessary for me to refer to any other case at the present time and there is no doubt that if we had had a law on the Statute-book to compel the railway company to land Mr. Kean upon the platform that his life would have been spared to his family and friends. I can recite a number of instances of this kind to my personal knowledge. I know that in the city of Toronto and at other places on the lines of the different railways they are very careless in landing their passengers. A short time ago I went to meet a friend at the Union Station in Toronto, where one side of the station is occupied by the Grand Trunk Company and the other by the Canadian Pacific Railway. I found that the whole siding on the Grand Trunk was occupied by empty cars and the train could not reach the station but had to stop at York Street, where the passengers had to alight, and I had to proceed there to meet my friend. I have several letters on this matter, but there are two which I consider of special importance and which I shall read to the House. This is a letter from Mr. J. Greenshields, who lives, I believe, in the city of Kingston, and who is a personal and political friend of the leader of the Government. It is as follows:—

"TORONTO, 12th February, 1889.

"H. H. COOK, Esq., M.P., Ottawa.

"DEAR SIR,—I see by the Parliamentary reports that you are about to introduce a Bill to compel railway companies to compensate passengers for damages done to baggage, which is caused through negligence of the companies in not providing proper means for the loading and unloading passenger's baggage. Anyone who has had occasion to travel on any of the roads must know the dreadful usage the property is subjected to. In very many places passengers with baggage instead of being put off at the platform are compelled to get off on a siding and have to cross another track in order to get to the platform. Negligence or carelessness cannot be charged to the employees of the road as they have no means to obviate the trouble as they are not supplied by the employers. I trust you will be successful in your endeavors, and see your Bill passed through and become law, as at present the travelling public have little or no redress. Another thing I think would be a move in the right direction that is to have the outside of the stations better lighted. If necessary I could give you the names of some of the stations where things could be made more pleasant for the travelling public.

"Very truly yours,
"J. GREENSHIELDS."

I have another letter from a gentleman of the name of Sturgeon Stewart, who represents the Byam Manufacturing Company of Canada, in which he says:

"I am pleased to learn that you are introducing a much-needed measure for regulating and governing railway corporations regarding the better protection of life and property. A few days since a train-load of passengers were landed in this city two hundred feet from any platform or building, with a freight train on one side and a ditch eighteen inches deep on the other, with a high fence beyond. Passengers had to jump two or three feet from the steps and find their way out as best they could; and a lady with two children came almost being run down by a moving freight train, but for the timely intervention of some of the passengers who observed its approach. Instances of a similar character are almost of daily occurrence in this city. Regarding the protection of property handled by railway companies, something is required to put a stop to almost criminal carelessness in this direction. Our travellers are much inconvenienced and our company frequently sustains severe losses by the destruction of our travellers' sample cases, the loss and inconvenience of which cannot be readily computed in dollars and cents. In the interests of the public, your Bill should receive the hearty and unanimous support of the entire House."

Now, these are the opinions of two gentlemen who are constantly travelling on some of the railroads in Canada. We can put a stop to accidents of this kind by compelling the railway companies to land their passengers at a platform at each station. We cannot legislate perhaps to prevent such terrible calamities as that which has occurred near Paris to-night; but we can legislate so as to compel the railway companies to attend to the travelling public as they should. I know that since I introduced this same Bill last year, the Grand Trunk Railway Company in particular, who were very careless in this respect in the past, have mended their ways to a large extent. I remember a few years ago, when I introduced the Bill to provide for the package of frogs, the railway companies took great exception to it; but after the matter had been agitated for a few years, the Northern Railway Company packed their frogs of their own accord; and even if this Bill should not pass this Session, if the railway companies believed that the Parliament of Canada would eventually take this matter in hand, I am satisfied that they would begin to treat passengers as they should be treated. But so far as I am concerned I do not propose to wait; I propose that we shall put an Act on the Statute-book to which the railway companies will be amenable. The next clause refers to the treatment of baggage. We know very well how our baggage is smashed on the railways. Let any one travel through Canada or the United States with a new trunk for a distance of three or four hundred miles, and he will find on the completion of his journey that his baggage has been so roughly used that very often it is broken. I do not think your baggage would sustain as much damage in a year's travel in Europe as it does in Canada in a week. This is due to nothing but the grossest carelessness on the part of the railway companies, and they should be made to take better care of our baggage. The third portion of the Bill relates to the penalty imposed; and I do not see how any hon. gentleman can take any exception to the measure, because the penalty is not excessive. The only effect the Bill will have will be to make the railway companies attend more closely to their duties, and it is in the interest of the railway companies to do so, now that we have so many rival roads. I must say that the Grand Trunk has improved since the opposition of the Canadian Pacific Railway was established between here and the city of Toronto. It has better cars than it had before, they are kept cleaner, and the company has evidently come to the conclusion that unless it deals in a better way with the public than it did before, it will not have as much of its traffic. I therefore move the second reading of the Bill.

Mr. SPROULE. While I think the hon. member for East Simcoe (Mr. Cook) is entitled to credit for his desire to amend the Railway Act in any direction that will bring greater comfort or convenience to the travelling public, still I believe that in amending any Act we should always keep in view the importance of making our legislation such that in the ordinary course of events it can be carried out and obeyed. Now, I apprehend that if this Bill were to become law, it would be utterly impossible for the railway companies in this country to comply with it. If such an Act were to become law it would be utterly impossible to keep within bounds. Take the first section, which reads as follows:—

"1. All railway trains for the conveyance of passengers shall be drawn up at the stations or other stopping places so as to enable passengers to alight from the car on to a platform which shall be constructed at each station or stopping place."

Under that section, in the case of a train composed of say twenty cars, the train would have to stop in such a position that all the passengers could get out on the platform. To accomplish this it would be imperative to place a constable or other officer, at the end of every car to prevent passen-