

to full consideration. There were some persons in the Civil Service who, from various causes, were not entitled to as large an amount as would ordinarily fall to their share—who had not, in fact, earned consideration. This bill enabled the Government to dispose of their cases according to their demerits.

HON. MR. DICKEY thought it was not a good principle of legislation to ask the House to provide for persons whose services had not been satisfactory.

The bill was read a second time, after which the House adjourned at forty minutes past ten, P.M.

Tuesday, March 23, 1875.

The House met at three o'clock.

After routine,

Several bills were reported from the Committee on Banking, Commerce and Railways, including an Act to Incorporate the London and Canada Bank, and change its name, which was read a third time and passed.

MARINE ELECTRIC TELEGRAPHS BILL.

HON. MR. MILLER said before proceeding to the orders of the day, he would like to ask the Secretary of State if he had read and considered the protest which a minority of this House had thought proper to place upon record in connection with the Marine Electric Telegraphs Bill. It appeared to him (Mr. Miller) to be very strongly worded, and he doubted if it was such as the hon. gentlemen who had signed it were entitled to put on record. He hoped members would be given time to consider it before it was brought up for discussion.

HON. MR. SCOTT said he had not seen it yet, but would look into it.

RAILWAY RETURNS OF ACCIDENTS.

HON. MR. READ, on rising to propose his motion on this subject, spoke of its importance, and re-called attention to the promise of Ministers on the occasion of his question some time ago, that the railway companies should be required to make returns of fatal and other accidents on their lines, henceforth. From the partial returns brought down, he saw that on the Great Western Road, between July,

1867, and December, 1872, the number of persons killed and injured was 240; and on the Grand Trunk, from January, 1866, to December, 1873, 914. There were no returns of later date. The hon. gentleman went on to point out that many of those accidents were preventible, including those due to bridges that were too low, and to comment upon the serious character of a state of things leading to such an extensive loss an injury to life. Defective as were the returns, they showed that 1,500 persons had been killed and wounded in the space of a few years. He argued that these facts justified a consideration of the best means of arresting or diminishing this evil, and, therefore, desired a committee of investigation. He concluded by moving for a Special Committee to enquire into the cause of injuries and deaths, by accidents, to railway employees with power to send for persons, papers and records, and to report from time to time.

HON. MR. MILLER did not think the adoption of the motion at this late period of the session would lead to any practical result, though the question was one that would have to be dealt with by Parliament before long. His hon. friend had, however, taken a step in the right direction.

HON. MR. LETELLIER hoped the hon. gentleman would not press his motion. The only objection to it was that it was rather late in the session to consider so important a subject. It might be brought up next session, and something accomplished.

HON. MR. DICKEY said there was a bill before the House, for second reading, which related to the protection of life and property on railways. He did not see why they might not legislate upon this subject when that bill came up. His hon. friend (Mr. Read) could then propose any amendment securing further protection to life and property.

HON. MR. SCOTT said he had intended, on that bill coming up, moving an amendment to provide for a safer and more efficient mode of coupling cars.

HON. MR. READ said he did not expect to accomplish much this session, but desired to call attention to this important matter. He would withdraw