

because, as my hon. friend from Halifax has shown, there are more accidents caused by the want of culverts than by the existence of such structures. If a culvert breaks down it shows that there has been bad engineering. Most of the damage I have seen on railways—and I have travelled on a good many—have occurred from washouts because there were not sufficient culverts. I consider the Bill is in the public interest, and the public interest should be considered in a matter of this kind. When we talk about millions of money spent on railways we know that the expenditure has been for the public benefit. The public should be considered in the matter. The railway companies are quite able to take care of themselves.

HON. MR. ALMON—I do not think it is much use shooting a dead Indian, but if this Bill is wanted very much it is very unfortunate that it only applies to the older Provinces. In the North-West they have no municipal councils, and therefore that part of the Dominion cannot derive any advantage from this Bill. They must require drainage in the North-West, and if this measure is so absolutely necessary, why does it not apply to the Territories as well as to the older Provinces? I say that culverts are a cause of serious danger on railways. Accidents happen every year from culverts weakening the bed of the railway. In Nova Scotia a number of railways are cut through solid rock. Say a municipal council, whose members, as my hon. friend from Sarnia says, are no doubt very good men, but not engineers, and certainly not familiar with hydraulics—decide that a hole must be made through such an embankment, this Bill empowers them to call in, not an engineer, but a land surveyor.

HON. MR. READ—He can take the levels.

HON. MR. ALMON—Yes; he can take the levels, but you would not think of employing a land surveyor to build a railroad. My hon. friend might like to travel on a line constructed under such an engineer, but I would not. Very often, as I have said, the railway lines pass through solid rock, and this surveyor says that a culvert must be made. It must be done by blasting the rock. You can easily understand if a rock is blasted what the effect will be. The sleepers will be raised

and the rails put out of order, and in all probability accidents will happen. There is a railway in Nova Scotia which my hon. friend, the senior member from Halifax, may remember was called the "Grit Railway." It was built from Yarmouth to Digby, and was to be finished by a certain time. It was stated by some—though I did not see it myself—that the bed of this road was built of brush-wood, with frozen earth thrown over it. Fancy what the effect would be if culverts were put through such an embankment! It would have gone to pieces. As we are talking about many things, I will compliment the hon. member from Sarnia on having discovered that petitions are easily got up and do not amount to much. There was a time when he thought differently. When this House was flooded with petitions in favor of the Canada Temperance Act he thought they were an indication of public opinion, but now he thinks they do not amount to anything.

HON. MR. LOUGHEED—I move that the Bill be not now read the third time, but that the same be amended by adding the following to the seventh clause:

Where in any Province or Territory a railway passes through a tract of country which has not been erected into a municipality, the Lieutenant-Governor in Council, of such Province or Territory, shall, for the purpose of this Act, be substituted for a Municipal Council.

The words The Lieutenant-Governor in Council, so far as this Act relates to the North-West Territories, shall mean the Lieutenant-Governor, by and with the advice and consent of his Advisory Council.

I may say, in justification of this amendment, that the principle of the Bill appears to contemplate giving certain advantages to the Provinces, but the construction of the measure is such that it cannot be made applicable to the North-West Territories by reason of the fact that the greater portion of the Territories has not been erected into municipalities. There are, however, few rural municipalities in that vast country. There are some urban municipalities adjoining the line of railways, but very few rural municipalities. There is a general aversion in the North-West to municipalities, owing to the fact that we have excellent roadways there, and we do not want to incur taxation which municipal government would involve. There is no reason why the advantages which this Bill proposes to offer to the Provinces should not be extended to the Territories.