

The moment he stated that he did present the Bill, I would never have dreamt of disputing his word.

THE MURRAY CANAL.

MOTION FOR REPORTS.

MR. KEELER moved for an Order of the House for copies of all reports of Engineers of the Department of Railways and Canals since 1878, upon the Murray Canal, by way of the original Canal Reserve in the township of Murray.

MR. McCUAIG moved in amendment that the following words be added to the motion:—"And also of all other surveys made at any time for the site of the Murray Canal, not already laid before Parliament."

Motion, as amended, *agreed to*.

INTERCOLONIAL RAILWAY ACCIDENTS.

MOTION FOR RETURN.

MR. MACDONNELL (Inverness) moved for an Order of the House for a return of the number of accidents which have occurred on the Intercolonial Railroad since the first day of January last, with the date, nature, and extent of each. He said: I am prompted to make this enquiry owing to the fact that, during my journey to this city a few days ago, which journey occupied three days on the railway, three accidents occurred, two upon the Intercolonial Railway and one upon the branch line between Rivière du Loup and Point Lévis. The first of these accidents occurred near New Glasgow, and this House and the country have heard with regret that that accident resulted in the death of the engineer then on the train. I heard the news of that accident immediately after my arrival at Pictou. On the following day, the 11th inst., I heard that the engine had left the track in a dangerous locality on the road between Truro and Halifax, and the accident, though not resulting in a loss of life, resulted in a great loss of property. The next day another accident occurred to the train upon which I was travelling, when two wheels of the tender got off the track, and the train ran several hundred yards in that position. This was very disquieting to the passengers. We were all much pleased when we arrived at the end of the journey. When I heard the Govern-

ment inform this House that they had observed the strictest economy in the management of our railroads, and coupled this with the circumstances I have just mentioned, I was struck with the necessity of an enquiry of the kind I now make. I think it is the duty of this House to see that economy, which in itself is most laudable, does not imperil the lives of persons travelling on the railroad, and does not deter the public generally from using it as much as they otherwise would. No person will be more happy than myself if, when the information comes down, it is found that there is no cause for alarm, notwithstanding that these several accidents occurred in such quick succession. I hope that such experience as mine is not common, and that, when the information comes down, it will prove that this economy which has been introduced in the management of the railroad is quite consistent with the safety of those travelling over the road, and with the general utility of the road.

SIR CHARLES TUPPER: I am extremely glad the hon. member for Inverness has made this motion, because it will afford an opportunity of disabusing the House and the public mind of an impression which is laboriously endeavoured to be circulated throughout the country, that the economy which has been practised in connection with the Intercolonial Railroad has been effected at the expense of the permanent way and the rolling stock. I am prepared to invite the most exhaustive examination into that question. I am free to say that a more mistaken economy—it would not be economy but extravagance—could not be practised than a diminution of the expenditure at the cost of the permanent way, or the efficiency of the rolling stock. I can only assure the House that I have taken the utmost pains to satisfy myself that neither the one nor the other has been made in the slightest degree to suffer in this way. I am satisfied that it can be well established that the permanent way and the rolling stock never were in a state of greater efficiency than at this moment. The road never has been operated in a more thoroughly efficient manner than during the past year, as regards speed, regularity of trains or safety from accidents. While the Government has been obliged in former years to pay large sums for accidents