

not take that of the Grand Trunk as a criterion for the whole country. The mileage of a large number of the leading railways of the United States shows that in some cases the number of miles travelled is very high (as for instance the Baltimore and Ohio, SS, and the Chicago and Grand Trunk, 85 per passenger during 1886), and yet the actual average number of miles travelled by all passengers in the different States, whose returns have been consulted, varies only from 14 in Massachusetts to 38 in Michigan. The addition of the returns of the Canadian Pacific was supposed by some speakers to increase the miles travelled in Canada to 100 or even 200 miles per passenger, but the speakers gave this as mere conjecture, and quite lost sight of the fact that the bulk of the travel on the Canadian Pacific is in Ontario and Quebec, and that one train each way suffices for all the passengers offered across the continent. It must be remembered that there are fifty roads in Canada, nearly all of them comparatively short lines, and it is the average of the travel on the whole that must be taken.

The statement has been made that the American roads do not make a return all the accidents, leaving the conclusion to be inferred that Canadian roads are more honest in their reports than those of the United States. This is a mere assertion. The American official returns are under oath in most, if not probably all, States, and wherever the details of accidents are given, they include a record of the smashed finger as well as of the dead and permanently disabled.

Though no particular railways have been referred to in the paper, it will readily occur to every one that many useful improvements have already been or are being introduced on leading Canadian lines of railways, and that an earnest effort is being made by them to produce a high standard of efficiency. There are, however, many other lines where this high standard is wanting, and there is no railway official who cannot find on his own road some room for improvement, which will conduce to greater safety of either employees or passengers, though he may be in doubt as to the best form of that improvement. One result of accidents on bridges within the last year, and the enquiries of the railway commissioners into their causes, is that certain new England railway companies, which have had the highest reputation for efficiency, and which never spared expense in attaining that efficiency, have found that notwithstanding all their efforts in the past, some of their bridges, hitherto considered strong, were defective in strength, and required to be thoroughly overhauled.

It has been said that a new country requires cheap railways. It none the less needs safe railways. New roads should be built to a fixed minimum standard in character of road bed, strength of bridges and