

to the opinion, however, that they might indirectly reach the desired end. But there were other difficulties, arising partly from our position as a Province, partly from our climate, and partly from the way our railways are worked. The cars of American railways frequently passed over our lines, and it would be impossible, by our legislation, to reach these without materially interfering with traffic. Last session Mr. Wills, the member for West Hastings, had a Bill on this subject relating to box cars, which he thought ought to be constructed in such a way that the running board along the top of box cars should be 2½ feet in width, that an iron railing about 2½ feet deep should run along one side of it, and that the running board should extend over each end of the cars, so that on an up-grade they would not be more than a foot apart. Another suggestion was to run a platform along the sides of the cars, such as prevailed in England, and still another to construct a railing all around the top of each car. The brakemen themselves said that very few accidents occurred by men falling from the tops of cars, most accidents occurring while they were stepping from one car to another. All that they wanted therefore was that every car should be constructed with a sliding platform, which would extend across the space between two cars, and thus be a continuous platform along an entire train. The freight trains, however, were frequently made up of both box and platform cars, so that this continuous running board could not be obtained. He believed that, considering the gravity of the question, this Committee was necessary. It might be said that the Government should be prepared to introduce a Bill to meet the difficulty, but no Government and no House could be expected to inaugurate reform of this kind without having heard the evidence of experts in the matter. The railway companies would be called upon to make very serious changes in their rolling stock, and they should be heard as well before any decided action was taken. There was, further, the danger attending the occupation of the yard-men, those who had to do with the shunting and coupling of cars. Some of the most frightful accidents that he knew of had occurred from men being caught in the "frogs" in the track, and run down, perhaps, in broad daylight. There appeared to be little difficulty in preventing this class of accidents; and he would like to have the views of railway companies and their employees concerning the best means for attaining this end.

Mr. MORRIS expressed satisfaction at the course suggested by the Minister of Public Works in this question. He believed the Government were acting wisely in moving for the appointment of this Committee, and he trusted that the question would be thoroughly examined. He had no doubt, whatever might be the exact authority of this House in the proposed reform, that they would be supported by the sympathy of the people at large. He suggested that the plan adopted in England should be brought into use here, as it entirely did away with the barbarous practice of having men run along the tops of freight cars, even in winter and after dark. He read a suggestion which had been made to him by a gentleman who, he said, was a recognized authority in railway matters in both England and Canada, and whose name he hoped soon to have authority to lay before the House. This was that in each train there should be a brake van in front and one in rear of the train, and in the case of unusually long trains, one in the middle. The one in front might be operated by the men on the engine, and the others by men especially appointed for the purpose. Whatever might be the result of the Committee's investigation he was sure the Government would have the support of members on both sides of the House in their effort to extend greater security to railway employees in the discharge of their duties.

Mr. MEREDITH said that in 1877 a Committee had been appointed to investigate this very question, but he had not been able to learn whether their operations had resulted in anything definite.

Mr. FRASER said he did not know of anything definite that had been arrived at.

Mr. LAUDER observed that none of

the suggestions made by the Commissioner of Public Works covered accidents caused by the short distance between the top of cars and some of the bridges under which they passed. He noticed that a new car was making its appearance upon some of our roads, called a "Refrigerator Car," which was a good deal higher than the ordinary cars, and a man standing upon one while passing under a bridge was almost sure to be killed. He trusted this matter would not be lost sight of.

The motion was carried.

NEW PARLIAMENT BUILDINGS.

Mr. BADGEROW asked when the return to the Address of this House passed on the second of February, 1877, relative to the value of the present site of the Parliamentary buildings and grounds, and the probable cost of new buildings in the University Park, will be laid before the House.

Mr. MOWAT stated that it was the intention of the Government to submit this and a good deal more information upon the same subject in asking the House to decide upon the question of the erection of new Parliament Buildings.

MAGISTRATES IN SOUTH SIMCOE.

Mr. PARKHILL asked whether it is the intention of the Government during the present session to issue a Commission of the Peace for the South Riding of the county of Simcoe.

Mr. MOWAT said some representation had been made to him as to the necessity of appointing new magistrates, but he could not say whether a Commission would issue during the session or after it.

SCHOOL OF AGRICULTURE.

Mr. WIGLE moved for Orders in Council and correspondence relating to the dismissal or resignation of Mr. Johnston, Principal of the School of Agriculture, and to the appointment of his successor. He said his object was to learn whether Mr. Johnston was dismissed or had resigned.

Mr. MOWAT said Mr. Johnston had not been dismissed, but had resigned in spite of their strongly expressed desire that he should remain, his intention being to enter another profession. So far from being incompetent he had shown himself to be extremely well fitted for his office, and the Province was very much indebted to him for the high position the Agricultural legation occupied. His resignation and the appointment of his successor being verbal, there was no correspondence.

The motion was therefore withdrawn.

TRANSFER OF PRISONERS.

Mr. HARCOURT moved for a return showing the number of prisoners sent from each county in Ontario to the Kingston Penitentiary, the Reformatory, and the Asylum during the years 1878 and 1879, and also stating in detail the fees received by the sheriffs of the counties respectively for the services in connection therewith. He thought the expense of conveying prisoners and lunatics from the gaols to the Provincial prisons and asylums, which in some counties amounted to as much as \$70 or \$90, might be very much reduced. He also thought the inequalities of the incomes of sheriffs might in some way be overcome.

The motion was carried.

RAILWAY ACCIDENTS.

Mr. YOUNG moved for a return showing the number of accidents which have taken place on Provincial railways during the last five years; the number of persons killed or injured; and distinguishing between passengers and railway employees; and specially setting forth the cause of the accidents in each case.

Mr. MOWAT said some of the information asked for was included in returns brought down in previous years. He suggested that the motion be amended so as to cover the years 1878 and 1879.

The motion, so amended, was carried.

The House adjourned at 4:15.

NOTICES OF MOTION.

Mr. Crooks—Bill to amend the Agriculture and Arts Act.

Mr. Hay—Bill in respect to tile drainage. Also, Bill to amend the Municipal Act.

Mr. Wigle—Bill to amend the law for