

right the effect might be to relieve the railways of this country of all responsibility in respect of crossings constructed during the last ten years. I do not believe it is the intention of the resolution so to do.

Mr. REID: The hon. member is right. However, I have already said that the point will be considered when we get into Committee on the Bill.

Mr. NICKLE: Leave it at 1909 for the present.

Mr. REID: Yes.

Mr. VIEN: The minister has not answered the objection I made with reference to the ten-year period during which this appropriation is to be made. All he said was that an expenditure of \$200,000 a year was a comparatively small amount, and we need not bother very much about it. I think the time has come when we should cease talking in millions. During the war an expenditure of \$500,000,000 was a small amount, and hon. members on this side of the House never unduly obstructed votes of money required for carrying on war. The other day the Minister of Public Works told us that there would be a deficit in the coming year of something like a hundred million dollars, and he did not know how that deficit was to be made up. I think that the time has now come when we should consider a yearly expenditure of \$200,000 as a matter of importance. If the House will only enter upon a policy of thrift, and cut down this item as a start, I am confident that the Estimates can be reduced very considerably. In 1911 when hon. gentlemen opposite were talking of the extravagance of the Laurier Administration, they characterized an expenditure of something like \$125,000,000 a year as wholesale extravagance. This Government now presents Estimates for \$437,000,000, and the Supplementaries are still to come, and the Minister of Railways tells us this afternoon that an expenditure of \$200,000 is not worth discussing. That does not harmonize very well with the statement made by the Minister of Public Works the other day, to the effect that he did not know where the \$100,000,000 was to be raised to make both ends meet. The minister has said that the Canadian Government Railway system should be on the same footing and run in the same way as a private-owned railway corporation. But that does not answer the objection that I made, that the Canadian Government Railway system and the Canadian

Pacific Railway system are both in such a strong financial position as to be able to carry out without any difficulty any orders the Railway Commissioners might make with regard to railway crossings. In so far as the municipalities are concerned, I think it would be much more equitable to have the full amount paid by the railways. The railways make their own financial arrangements, and in addition receive assistance from the Government, and I do not see why a railway which is seeking the privilege of crossing a certain portion of this country should not be compelled, by law, to build the road in such a way that it will not be a public danger. If the responsibility for making the crossings safe rests upon any one, surely it rests upon the railway companies, and I think they should be called upon by the Railway Commissioners to make such changes as are required to make the crossings safe. The minister has failed to explain why this blanket authorization should be given for a period of ten years.

Resolution reported, read a first and second time and agreed to.

Mr. Reid thereupon moved for leave to introduce Bill No. 29, to amend the Railway Act, (aid for railway crossings.)

Motion agreed to and Bill read the first time.

COMPENSATION TO GOVERNMENT EMPLOYEES WHO ARE KILLED OR INJURED.

On motion of Hon. J. D. Reid (Minister of Railways and Canals) the House went into Committee on the following resolution, Mr. Boivin in the Chair:

Resolved, That it is expedient to amend the Act to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties, chapter fifteen of the statutes of 1918, and to provide that no employee of the Canadian Government Railways who is an employee within the meaning of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund Act and becomes permanently disabled from following his usual occupation in the service as a result of injuries received while on duty and actually at work in the service shall be entitled to receive compensation, under the provisions of the Act hereby proposed to be amended, for such injuries unless he elects to accept prior or subsequent to the injuries such compensation in lieu of the allowance payable under the provisions of the Provident Fund Act, section twelve, Class D, and gives notice in writing of such election both to the management of the Railways and to the Provident Fund Board: Provided, however, that the dependents of any such employee who has been or is killed subsequently to the passing of the Act hereby pro-