

Sir JOHN THOMPSON. It may be that the promoter of the Bill should be here to explain his views fully on that subject, and, therefore, I move that the committee rise and report progress, and ask leave to sit again.

Committee rose and reported progress.

RAILWAY ACT—SHELTER FOR MOTOR-MEN.

Mr. MULOCK moved second reading of Bill (No. 14) to amend the Railway Act. He said: The object of this Bill is to enable the Governor in Council to require electric railways to supply shelter for the motormen. Those who happen to be familiar with the plan adopted in Ottawa know well that there is no practical difficulty in providing shelter for the men engaged in operating electric railway cars, but in some parts of Canada no such provision whatever is made, so that the motormen are exposed to the inclemency of the weather, which causes them considerable suffering and must interfere with their efficiency. Under the Railway Act, all railways crossing certain lines of railway are works for the general advantage of Canada, and under the jurisdiction of this Parliament. That that law applies to electric railways is beyond all question. The section of the Railway Act containing this provision, says that all railways which cross or intersect certain Dominion railways shall be deemed works for the general advantage of Canada, and that electric railways crossing Dominion lines are subject to our legislation is made clear by an Act passed only a year ago. The House will remember that the Niagara Railway and railway extension from Lake Erie along the Niagara River crosses certain Dominion lines, and for that reason came under the jurisdiction of this Parliament. For certain reasons, Parliament saw fit to exempt that line from the general provisions of the law, and passed an Act declaring that, notwithstanding it crossed one of the Dominion railways, it should remain under the jurisdiction of the Local Legislature. That being the case, it is clear the House construed the Railway Act itself as applicable to electric as well as other railways. I am of opinion that a great many electric lines in Canada are under our jurisdiction, and of course this Bill will only apply to them. There are many ways in which you could amend the law. The first question would be: is it in the interests of humanity that a regulation such as I propose should be enacted? It is only necessary to see the operation of the open cars, in other cities than Ottawa, during the winter season, to be satisfied that shelter is necessary, as a matter of humanity, so that I do not think I need discuss that point. I find, under the general Railway Act, considerable powers given the Governor General in Council, and it seemed to me in harmony with that policy to vest this power

Mr. MILLS (Bothwell).

in that body as well. I have therefore simply provided that the Governor General in Council may require electric railway companies to provide proper shelter for their motormen.

Mr. HAGGART. There can be no great objection to the Bill, as no doubt a great many electric railways are under the jurisdiction of this Parliament. In Ottawa and some cities there is ample protection for the motormen, but in others there is not, and it is in the interests not only of the motormen and the railways themselves, but also of the general public, that proper protection should be afforded, because anything which tends to enervate or weaken the men adds to the danger run by the public. I have no objection to the introduction of the Bill, and will order that inquiries be made to see what regulations can be devised.

Motion agreed to; Bill read the second time, considered in committee, reported, and read the third time and passed.

RETURNS ORDERED.

Copies of all correspondence between D. J. Hughes, Esq., County Judge of Elgin, Ont., and the officials of the Government Printing Office, in regard to the printing of the last revised voters' list for Elgin.—(Mr. Casey.)

List of all articles, with the value of each and the total value of all, imported from the United States during the last fiscal year for the use of the Government in the public service.—(Mr. Landarkin.)

Copies of all reports from Messrs. Charles Taché & Son, on surveys and soundings made during the past five years, in the County of Rimouski.—(Mr. Tarte.)

Return of the names of the official assignees who, acting under the Insolvent Act of 1875 and its amendments, have obtained legal discharges from all the insolvent estates placed in their hands during the period they held such office.—(Mr. Fauvel.)

Copies of all contracts for the construction of the steamers "Curlew," "Constance," "Petrel," and also a statement of all moneys paid for extras thereon or for the full completion and equipment of such steamers, together with all vouchers for such expenditure; and also of all contracts made since then for any repairs or alterations to any of such steamers, and of all moneys paid for such repairs or alterations whether by contract or otherwise, together with the vouchers for all such expenditures. Also a general statement of the nature and character of the changes or alterations made in such steamboats or their machinery since they were taken over by the department, with the cost in the case of each steamer.—(Mr. Davies, P.E.I.)

Return showing a description of each of the industries established in the county of Guysboro' as reported in the census of 1891, showing the names of the several manufacturers engaged in the said industries respectively, also showing the number of employees in each of said industries.—(Mr. Fraser.)