

The PRIME MINISTER (Sir Wilfrid Laurier). Mr. Speaker, as two important committees have been called for to-morrow morning, the Committee on Public Accounts and the Railway Committee, the Government does not think it would be advisable to commence the morning sitting of this House to-morrow. Therefore, this motion will stand for to-day, but my hon. friend (Sir Richard Cartwright) will move it to-morrow afternoon in order to have it take effect the following day. I will take advantage of this opportunity to say that the Government has no further legislation of any importance to bring to the attention of Parliament this session. The only legislation which will be submitted this session will be upon the following subjects:—(1) To authorize the issue of bonds by the Montreal Harbour Commission; (2) To give effect to the judgment of the Court of Exchequer in reference to the Dominion Atlantic Railway Company; (3) To rectify an error which has crept into the interpretation of the Act passed a few years ago to settle the account between the Government of Manitoba and the Government of Canada; (4) To confirm an Act and agreement about the boundary between Canada and the province of Quebec; and last, if possible, one or two purely departmental measures respecting Customs and Inland Revenue.

NEW REGULATIONS ON THE GRAND TRUNK RAILWAY.

Mr. WALLACE. Before the Orders of the Day are called, I wish to call the attention of the Government, and more especially of the Minister of Railways, to what is considered by railway employees to be a very important series of regulations that we are told will go into effect on the Grand Trunk Railway on the 1st of July next. The following is contained in a circular issued by the Grand Trunk management:—

The following rules and regulations for the government of the transportation department of the Grand Trunk Railway system having been adopted by the Directors of the Railway Company and approved by the Governor in Council of the Dominion of Canada, will take effect at 12 o'clock noon, on Friday, 1st July, 1898.

The attention of employees is directed to the extract from the Railway Act included on pages 117 and 118 of this book.

(Sgd.) F. H. McGUIGAN,
General Superintendent.

Approved,
CHARLES M. HAYS,
General Manager.

These regulations, it is stated, have been approved by the Governor General in Council, and it is further stated by the railway employees, who are the parties most immediately interested, that very many of them are very arbitrary. For instance, one requires the employees to be on top of the box cars on all up grades. They say that it will take an hour to get up some grades,

and that, in the inclement weather we have in winter, with the thermometer down below zero, it would be very cruel to compel them to stand on top of these cars for an hour. I am told further that the general tendency of these regulations is to Americanize our railways.

Mr. SPEAKER. I suppose the hon. gentleman will conclude with a motion.

Mr. WALLACE. If necessary, I will conclude with a motion to adjourn. They say that these will Americanize our system of railways, and that the Canadian rules and regulations which have been in vogue on our Canadian railways, particularly on the Grand Trunk Railway, provide greater security for the passengers and the employees than is to be found on any United States railway, and that therefore the changes proposed, and which have been approved by the Governor General in Council, do not give as much security to the travelling public and the trainmen employed. That is the statement made by the railway employees. If so, I think that the Government, in sanctioning these regulations, which will revolutionize the system in vogue, have committed a mistake. That is the opinion of the railway employees. These employees had a warning given them some five weeks ago that the new regulations will go into effect on the 1st of July, 1898. I would like to call the attention of the Government to the fact that the effect of these regulations which they have sanctioned, will be very injurious, in the opinion of the 30,000 men employed on those railways, to the employees and dangerous to the travelling public. I hope that the statement here made is not correct, and that the Governor General in Council have not, without more careful consideration, approved of those changes which will revolutionize the entire character of our railways, and make them more American in their management. The Grand Trunk Railway is now under the management of Mr. Hays, and those he has brought from the United States, and those regulations will enable them to bring over a number of others to control one of the greatest railroads of our country, to the detriment of public business and the injury of our Canadian workmen. I have received a telegram from the hon. member for East York (Mr. Maclean), who had intended to be here and to have called the attention of the House to this matter, but who was unable to be present. If this report be true, I hope the Government will reconsider the matter and see that the interests of the trainmen of the Dominion are amply protected. I move that the House do now adjourn.

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair). My attention has already been called to the matter alluded to by the hon. gentleman. Some days ago I had