

mons to Bill D, an Act concerning the payment of salaries or wages of employees of railway companies.

Hon. Sir JAMES LOUGHEED: Honourable gentlemen, to the Bill which this House passed some time ago to amend the Railway Act in order to provide for the payment semi-monthly of railway employees' wages, the House of Commons has added several sections, which appear in the Railway Bill now being considered by the Railway Committee of this House. I would say, generally, that that committee has considered all the sections of the Railway Bill constituting the amendments which the House of Commons has made, with the exception of two clauses, which apparently have not yet come before the committee. The introduction of these amendments into the present Bill is done in anticipation of the possibility of the Railway Bill not going through. As they are clauses in which the employees of railway companies are very deeply interested, it was thought that we might give effect to them by including them in this Bill. Perhaps if we went into committee we could examine them more closely. I move, therefore, that the House resolve itself into Committee of the Whole for the purpose of considering the amendments.

The motion was agreed to, and the Senate went into committee, Hon. Mr. Blain in the Chair.

On the amendment:

1D. Section two hundred and sixty-nine of the said Act is amended by adding thereto the following paragraphs:

(d) with respect to the length of sections required to be kept in repair by employees of the company, and with respect to the number of employees required for each section, so as to ensure safety to the public and to employees;

(e) limiting or regulating the hours of duty of any employees or class or classes of employees, with a view to the safety of the public and of employees; and

(f) providing that a specified kind of power or method or means of propulsion shall be used on any or all locomotives and trains in any district.

Hon. Mr. POWER: I think this committee should understand just what it is doing with respect to the three matters dealt with. This amendment practically takes the management and control of the road out of the hands of the company, and puts it into the hands of the board. I think it is proper that the board should have the right to supervise and regulate—

Hon. Sir JAMES LOUGHEED: The beginning of the section says that the board

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may make regulations. It is authorized by this amendment to make regulations with respect to the length of sections.

Hon. Mr. BEIQUE: I think these matters should stand until we finally deal with the Railway Act.

Hon. Mr. BELCOURT: What is the urgency with regard to this?

Hon. Sir JAMES LOUGHEED: It is said that the employees are very much interested in the passing of those sections particularly which relate to the protection of life and property, not only of the public but of the employees.

Hon. Mr. BEIQUE: I would suggest that we do not concur in this until it has been taken up and passed on by this House.

Hon. Sir MACKENZIE BOWELL: It seems to me that there is no necessity for delaying the consideration of this matter, unless the Senate is opposed to the proposition that is made to place this power in the hands of the board. Under the circumstances, I think it would be much better to let it go through, though I agree with the honourable gentleman from Halifax (Hon. Mr. Power) that it is placing too much power in the hands of the board.

Hon. Mr. BEIQUE: I am willing to help to pass such provisions as may be urgent, but I do not consider that this is an urgent provision. It is a very important one, and I think it should be considered by this House with due deliberation.

Hon. Mr. ROBERTSON: The reason that this clause d became controversial and the reason that it was asked for by the railway employees is that some years ago this question was before the Railway Commission. The employees felt that the number of men employed on certain sections of railways was not sufficient to keep the track in proper repair. The companies took the position that the Railway Commission had no jurisdiction to interfere in a matter of this kind. This clause would give the Railway Commission jurisdiction to regulate such things, and if in their opinion it should be done it would be done. I call attention to one instance. Honourable gentlemen probably all remember the fatal Spanish river wreck of a few years ago, when a number of people were burned to death. The evidence at the coroner's inquest went to show that there had not been sufficient attention paid to the maintenance of the track. The section foreman had gone so far, in making repeated applications for help, as to notify the company that he