

would be to devote the Provident Fund altogether to giving pensions to retired employees of the road. Provision, in this resolution, and in the Bill that will be introduced, is made for all kinds of accidents, so that there is no necessity for a man who is injured in an accident having anything to do with the Provident Fund.

There is another fund called the Relief Fund which is also made up by contributions from the wages of the men and by a small allowance from the department. In case a man is injured by a slight accident, he gets the small sum of about \$3 a week while he is kept out of work as the result of that injury. The minister has not told us what he intends to do with that fund. It strikes me that it is unnecessary that that should be carried on at all if we are going to vote the railways under the compensation boards of the various provinces. I am not familiar with the compensation boards of the other provinces but we have in Nova Scotia a very well equipped, and active, compensation board. All the industries in the province, divided up into twenty classes or more, contribute to the fund. All the accidents that happen throughout the province are provided for out of that fund.

The minister has power under this resolution to pay to the funds of the various provinces a certain amount, but he has not told the House whether he intends to do so or not. Are we to understand that the Government railway will submit itself to the jurisdiction of the local boards in the various provinces and that, according to the mileage of the road in any particular province, a certain number of dollars will be paid into the fund? Is it proposed, whether there is an accident or not, that money will be paid into the fund and kept there to provide for any accidents that may occur? Is that the plan that the minister has in his mind, or does he propose simply to pay such allowances as are made from time to time by the board?

This is a matter that created a great deal of interest in the province of Nova Scotia when the Bill was introduced last year and the legislature of that province passed a resolution in regard to it at the last session approving of the proposal to bring the Government railways under the board but insisting at the same time that they should submit to the jurisdiction of the board and pay in to the fund like any other industry. Is that what the minister intends to do?

Mr. REID: The Dominion Government subscribes a certain amount per an-

num towards carrying out the purpose of the Provident Fund. What I said to some of the employees in connection with the Provident Fund was this: When the Government were operating the Intercolonial alone, there were certain funds, such as the Provident and Relief Funds, and they could be dealt with by the Government and the employees because there was only the one road. Now, the Government has taken over other roads including the Canadian Northern. On each of these roads they have similar relief organizations or pension systems. My own feeling is that we should let matters rest until we get the whole railway situation straightened out. Then I believe we should have a Dominion compensation system that would apply to the whole of the Government railways, and to all railways if possible, but at all events, to all Government railway systems, so that if any employee was injured in Nova Scotia, he would get the same compensation as an employee would get if he were injured in British Columbia or any other province. It should be uniform from one end of the Dominion to the other. I do not see how we can carry out that system by having different organizations on the Government railway system. I believe that those who are operating the railway system for the Government will have to take up and consider as soon as possible some policy which will be universal and which will apply throughout the whole system. The Provident Fund on the Intercolonial railway may be more advantageous than a similar organization on the Canadian Northern system, or vice versa. I do not think it will be in the interest of the railway to have one organization at one end different from another organization at the other end. My own feeling is that we should let matters go on in so far as these different organizations are concerned until we get the railway organizations all working together harmoniously and then try and see if we cannot devise some scheme whereby an employee in Vancouver will get the same treatment, and the same relief, as an employee in Halifax or in any other part of the country.

Mr. SINCLAIR (Guysborough): Is it proposed to eliminate the feature of accidents from the Provident Fund altogether and apply the fund to old age pensions?

Mr. REID: I am not changing the policy that has been in existence for some time, and I would not feel justified in changing this law at present. Possibly, before the session ends, there could be a change made