

And after the word 'canal' in the fourth line, insert the word 'tunnel'. So it would read:

With authority to develop water-power and electrical power by means of water, or to develop and operate mineral claims or mines.

Of course you cannot carry a tunnel 'over,' but you can carry it 'under,' and I use the word 'tunnel' there because that is what it would be if it went under the railway track. I have in mind a case in point. The St. Eugène mine is the biggest lead producing mine in Canada, and the ore is found on the opposite side of the lake, the conviction of mining engineers being that the same vein is to be found under the waters of the lake. A company has been authorized under the laws of British Columbia to prospect for this vein under the lake and to acquire a title to that property. The Canadian Pacific Railway right of way intervenes between where they will have to sink their shaft and the lake, and in order to operate they will have to drift a tunnel at a depth of some three hundred feet to get to the waters of the lake. That shaft will have to go under the right of way of the Canadian Pacific Railway. It will be necessary for them to pump the water out of that tunnel and the stuff taken out when tunnelling will have to be transferred by means of a flume which will also have to cross the railway track. In view of such conditions it is very essential that this amendment should be made.

Mr. EMMERSON. The amendment seems to be fair and I see no objection to it. The word 'tunnel' will also have to be inserted after the word 'canal' in subsection 2.

Mr. GALLIHER. That is so; I thank the minister for the suggestion.

Amendment (Mr. Emmerson) agreed to.

Mr. EMMERSON moved to insert the word 'tunnel' after the word 'canal.'

Amendment agreed to.

Section as amended agreed to.

On section 15,

Mr. KNOWLES. I desire to ask the Minister of Railways to insert a provision in this clause which will give power to the Board of Railway Commissioners to have supervision over the railways and their employees in respect to certain matters. The different brotherhoods have asked the Railway Commissioners to make regulations with regard to certain things, and the reply of the commissioners has been that they have no power to deal with such matters. Let me give an illustration. The railway brotherhoods have asked the Board of Railway Commissioners to make regulations by which certain employees should be compelled to serve a stated time in inferior positions before they are promoted to positions of greater responsibility. They have asked that before a man be given a responsible position on the train he should first serve

Mr. GALLIHER.

for a stated period in the yards, become familiar with the train signals and acquire a knowledge by experience of the mechanical working and running of trains. The Board of Railway Commissioners have answered that they have no jurisdiction in this matter and they refused to take evidence in reference to it. I think almost all the brotherhoods of locomotive firemen and a great many of the engineers organization also have asked that before a man be permitted to run an engine he shall first serve a stated time as fireman. It is found that some railways have employed men as engineers who have had almost no experience as firemen; they have studied at technical schools or correspondence schools, and when the rush of grain traffic comes on the companies put these men on without experience in the responsible position of engineers on freight trains. The brotherhood, in protection to themselves and in consideration of the safety of the public, have asked that the Board of Railway Commissioners shall have power to say that before a man handles the throttle he shall have a certain stated experience in the less responsible position of locomotive fireman. So I would ask the minister to consent to amend this section so as to provide that the board shall have power to make regulations as to the qualifications and the time of service which men shall have attained to before they be given responsible positions.

Mr. W. F. MACLEAN. For what official brotherhoods is my hon. friend speaking, or what authority has he for making these representations.

Mr. EMMERSON. I would say to my hon. friend who suggests this amendment that this matter was called to my attention particularly by the Brotherhood of Locomotive Engineers. I think the hon. member for West Assiniboia (Mr. Knowles) came before me with a delegation, making certain representations with regard to this matter. It relates simply to the term of apprenticeship. I might say for the benefit of the committee that on the Intercolonial Railway we have such regulations, that a man must serve a stated time as fireman, before he can be promoted to the position of locomotive engineer. A young man is in the first place put in the roundhouse as an engine wiper, then as firemen are wanted he is promoted to that position and goes out in his turn on the line as a fireman. The regulations require that he shall serve a fixed period, I think not less than three years, as fireman, actively engaged in the work before he can be promoted to the position of engineer. The brakemen are appointed in the same way. They serve a certain period of time. All these men pass examinations and they move forward and upwards as they become qualified by experience and service. It would be well,