

properly be taken if the cause of industrial peace is to be effectively furthered. Any attempt to make party capital or other capital out of an industrial situation is an extremely dangerous thing. In dealing with these labour questions and the strife between capital and labour you are dealing with a two-edged sword, and as these conflicts are likely to continue and to become more gigantic as the years go on, the only attitude which can in the long run be of service to working men or to capital is that the parliament of Canada should stand for the people of this country as a whole, see that fair play and justice are maintained as between the different parties and that no fear or favour be shown to one side or the other.

Mr. OLIVER J. WILCOX (North Essex). As a number of my constituents are interested in the question now before the House I desire to make a remark or two. I entirely concur in the motion presented by my hon. friend from East Hastings. I believe that the men have not been properly treated by the Grand Trunk Railway Company; I believe that the men have been deceived as a result of the agreement arrived at. In the city of Windsor which is one of the terminals of the Grand Trunk, out of 12 conductors who went out on strike one has returned to work and 11 are still without their positions. I know, as a matter of fact that not one of those men is guilty of acts of violence or disorderly conduct. I do not criticise the Minister of Labour for endeavouring to bring about a settlement between the men and the company; I think that was the proper thing for him to do, as I understand that the Department of Labour was created to assist the great toiling masses of this country in just such cases as this. Now, clause 1 of this agreement which was arrived at when my hon. friend went to Montreal at the request of the men, provides as follows:

The company will put back as soon as possible the men other than those who have been or may be found guilty of acts of violence or disorderly conduct, the understanding being that there is to be no coercion or intimidation used towards the new men.

The minister knew that under the provisions of that clause the men had absolutely no assurance that they would be given their positions in any definite time. The minister was quite willing that the men should accept that provision, which they refused to do. In a telegram dated Ottawa, 2nd of August, and addressed to S. N. Berry, vice-president of the Order of Railway Conductors, Windsor hotel, Montreal, the minister said:

Mr. Hays has given Sir Frederick Borden and myself an undertaking that the men will within three months from this date be taken

back into service, and within that time be placed in their former positions.

I had occasion about that time to meet about 300 of the men from Detroit and Windsor who met in the city of Windsor. They had nothing but words of praise for the minister up to that time for the part which he and the government had taken in this matter; but it is because he failed to see that the provisions of the agreement were carried into effect that they complain to-day. The minister has quoted a number of resolutions of boards of trade and communications from representatives of the men, all of which were addressed to him before the three months had expired within which the men were to be taken back to work. The 'Labour Gazette' makes this statement:

A strike of the employees of the Grand Trunk railway system in train and yard services occurred on the evening of July 18, at 9.30 o'clock, as the result of a failure on the part of the employees concerned to agree with the company upon the rates of wages and rules which should govern their employment. The strike in question continued from the date above mentioned until the evening of August 2, at 7 o'clock, when it was announced that through government intervention terms of settlement had been agreed upon, as a result of which the strike was at once declared off and the employees again reported for duty.

The fact is that the men had a just cause to strike, and I believe the public sentiment of this country was with the men.

From the reports in question it appeared that the demand which was presented to the Grand Trunk Railway Company in January, 1910, for a new schedule of agreement with the employees in train and yard services, was part of a general move by the railway conductors, baggagemen, brakemen and yardmen to secure the adoption of standard rates of pay and rules of employment obtaining on the principal railway systems of the eastern states, and of eastern Canada.

It would seem reasonable that the Grand Trunk railway employees would expect the same rates of wages as those of the Canadian Pacific railway. It would be reasonable to assume that a man engaged as a conductor or a brakeman or in any other position upon the Grand Trunk railway system should be entitled to the same rates of pay as a man in a similar position on the Canadian Pacific railway; and the men formally made their complaint to the company asking for a standardized scale of wages, and Mr. Hays refused it, on the ground that the earnings of the road should be standardized before the company could pay similar wages. He also stated that at some future time he might be able to pay the employees of the Grand Trunk system the same rates of wages as the Canadian