

*The Address—Mr. Baxter*

in the afternoon, if he can't get a special permit to continue the work at his own risk. These things are of daily occurrence on Prince Edward Island, and this is the method pursued by the railway to get business.

There is another aspect to this kind of thing which has a most injurious effect. When three or four o'clock arrives the station master runs out his car—he can afford one—and takes his wife or his sweetheart as the case may be for a drive through the country. The young men working on the farms see what is being done, they contrast their toil and work of twelve or more hours per day, with that of the station master, and they decide to get into the railway service or leave the country, and they are leaving it by the score and by the hundred.

There are stations on the Prince Edward Island railway where the train leaves or passes early in the morning, say six o'clock, and returns about seven or eight in the evening, and the station master is not there, either when the train leaves or when it returns, to sell tickets, to look after the freight, or do anything else. He comes for a few hours in the middle of the day—when there is nothing or very little to do—after which he locks up and leaves. I know one station, Elmira, where the train left at six o'clock in the morning. The station master was not obliged to open the station at that hour, and did not open it. The station master at that place was the agent for the Dominion Express Company. Before these regulations came into force the fishermen in that locality shipped a good many smelts to the United States by express. This business gave the fishermen employment and gave them some money to enable them to support their families during the winter months. After the regulations came into force there was no station master or express agent there in the morning to take charge of the goods and give a receipt for them, and in any event the little jitney of which I spoke was unable to carry heavy goods such as fish. The consequence was the Dominion Express Company closed the office, the fresh fish industry was killed, the fishermen lost this means of making a living, and the railway lost the business.

A man sitting in his office in Chicago, or in some other American city, who is the head of this branch of the railway brotherhood, has the power to enforce these regulations, and the power to protect the brotherhoods in this kind of thing. In my opinion the time has come when Canadians will have to be master

[Mr. Hughes.]

in their own house, and will have to manage their own business and their own industrial activities.

I have not, however, despaired of my country or of my fellow-countrymen. I think if the matter were put before the railway brotherhoods and the labour unions as it really is, if it were shown to them that unless we all pull together we shall all be destroyed together, they would act the honest patriotic part and we would all acquit ourselves like men.

Hon. J. B. M. BAXTER (St. John City and Counties of St. John and Albert): Mr. Speaker, in rising to continue the debate on the Address, I would like to pause to say just a word with reference to those who were with us during the last session and are with us no more. Individual references to our deceased colleagues have been made by the leaders of the three parties in the House, and I could add nothing to what has been said. But, I would like to express the feeling that our late colleagues, no matter which party they represented came here as Canadians believing that it is part of a man's duty to do his share of the work in the public service of the country. And in these days it is all too necessary to impress upon the people who have time to give, who have ability to give, who have force of character to lend, that they should come, even through the dusty ways of politics, to this Chamber to help in the solution of the very real and very grave questions from which we shall not be free, perhaps, during the span of a generation. The men who have passed, saw their duty. No matter what feeling of personal ambition may have influenced them, they came here and did their duty according to their lights, and I trust that we may take some inspiration from their example, for there were among them men of strong character, men of real energy, and men, above all, of absolute sincerity. It was said by a great Imperialist in the last moments of his life: "So little done, so much to do!" That is true here and now as it was when uttered by Cecil Rhodes the Empire Builder; and it ought to be with some feeling of the gravity of that statement that we should approach the work of this session. And may I suggest, Sir, that in approaching the work of this session we get at it man-fashion and not consume merely three hours a day, or less, as we have been doing for the last five days? Real work needs real energy and real attention from real men; we cannot handle the problems of this country by merely playing with them, or dawdling from day to day and occupying our time in other