

policy of our cities is to shift those men on after two days. That is being done in Ottawa; we feed them a couple of days and then tell them to get out—anywhere, we don't care where, but "get out." Then when they get to the next town they may feed them for a day or two, and then the order is, "get out." It seems to me at some point that chain has to be broken. Those men have to be located at some point where there is work.

Mr. ROGERS: Has my hon. friend any suggestion in that regard?

Mr. WOODSWORTH: Yes; I think there ought to be some definite policy under which, if there is work available, men would be given free transportation from the point they are now being kept on relief to the point where work would be supplied. I suggest there should be a registry, and that in some way this aimless going from place to place be stopped. That is one thing that ought to be included, and I hope the minister will give it serious consideration. Then there is another point concerning which my colleague did not receive a very clear answer from the minister. Is there any guarantee that the men who are going to work on the farms will get as high wages as those being placed in the railway camps?

Mr. ROGERS: The answer is perfectly clear: the government has no control over wages being paid by farmers to those who accept employment on farms.

Mr. WOODSWORTH: But the government has control over the wages to be paid to the men in the railway camps. Surely if it has control over the wages paid to men on the railways it could have control over those paid to men on the farms. If the farmers cannot pay, then it would seem as reasonable to subsidize the farmer as it is to subsidize the railway companies. If we insist upon a wage in the railway camps for one group of men, and permit others to go to the farms and receive smaller wages—not so much because the farmer will not pay it, but because he cannot—there is bound to be no end of trouble.

Mr. BENNETT: It has always been so.

Mr. ROGERS: The hon. member must be aware that there is a variety of wage scales in different occupations. I know of no way by which one could assure a complete parity of wage scales maintained in various occupations.

Mr. WOODSWORTH: But surely the minister knows that there is a fairly standard wage which is supposed to be paid by the farmer. I believe in the past we have subsidized the farmer to the extent of five dollars; I think that is correct.

Mr. BENNETT: In the winter time.

Mr. ROGERS: The provinces made a contribution for some time.

Mr. WOODSWORTH: That is an arrangement as between the dominion and the provinces. But my point is that if we can subsidize them to the extent of five dollars, and find that that amount is not sufficient, could we not subsidize to the extent of fifteen dollars, or whatever is necessary, so as to bring the wage up to a reasonable standard, or at least to the rate paid in the railway camps? I cannot see any reason why men in the railway camps should be subsidized to a greater extent than men working for farmers. I do not see why there should be a difference between those two sets of wages.

Mr. ROGERS: So far as the railway work is concerned, it is not a subsidy at all. I believe it was made clear some time ago that the government is cooperating with the railways in making the work available during the present year, and we adopted that scheme as one means of closing the relief camps, being strongly of the view that relief camps must be closed, and further of the view that if they are closed we must seek to find some alternative employment for the men now in the camps.

Mr. WOODSWORTH: Does the minister mean to say the government is giving no money to the railways?

Mr. ROGERS: No, certainly not.

Mr. WOODSWORTH: The railways are undertaking the whole cost?

Mr. ROGERS: No, there is no suggestion of that at all. I said the government is entering into a cooperative scheme with the railway companies, the full terms of which, as I said earlier to-day, will be placed before the house in due course. But the government is assisting the railways, and the railways are thus entering into a wage relationship with the men who will do the work.

Mr. WOODSWORTH: I am not worrying about the exact form of the assistance. The minister admits the government is assisting the railways.

Mr. ROGERS: Yes, certainly.