

monthly. Why should we delay this matter any longer? I think the 1st of October gives them ample time, and that they should be agreeable to the change after the notice given by the honourable gentleman (Hon. Mr. Casgrain) who raised this question, I understand, a year ago.

Hon. Mr. CASGRAIN: Many years ago.

Hon. Mr. CROSBY: And the honourable gentleman from Victoria (Hon. Mr. Cloran) says that he has been at it for thirty-five years. Surely the people, if they can read him as well as they could hear him, ought to be convinced by this time that it is all right. I see no reason why we should hesitate about putting this legislation into effect at once, or at least on the 1st of October. This gives ample time for all corporations—I speak particularly of railways, but I include all corporations which pay their men only once a month—to make the change. I agree with the honourable gentleman from Victoria (Hon. Mr. Cloran) in every particular but one. I do not agree with him when he says that he is the only friend of the workingman in this Chamber.

Hon. Mr. CLORAN: Of thirty-five years' standing.

Hon. Mr. CROSBY: I do not know that I can go quite that far myself; but I am here for the purpose of seeing that justice is done to everybody, and I can assure this House that when justice is done to the workingman everyone should be satisfied, and everyone will be satisfied. It appears to me that the only way to do justice in this case is to put this Act into force in accordance with the amendment brought in. I agree that this Bill should not be sent back to the committee. I think that now is the time to act, and, so far as I am concerned, I propose to vote that it shall go into force not later than the 1st of October. I think that would do no injustice to anybody, while injustice would be done to the workingman by putting the matter off.

Hon. Mr. ROBERTSON: I do not wish to take up the time of the House unnecessarily, but I wish to say that I appreciate, and I know the railway men of Canada will appreciate deeply, the sympathetic consideration which has been shown in this matter both in the committee and in this House. I find that there is a desire on the part of all concerned, including the railway companies to get together, and, while I still feel that October 1 is not an unreasonable date, if there is no objection I shall be glad to adopt the suggestion of the senior

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member for Halifax (Hon. Mr. Power) and change the date to January 1.

Some Hon. SENATORS: Hear, hear.

Hon. Mr. WATSON: I feel pretty well satisfied that this will be the solution of this difficulty. As chairman of the committee which has reported this Bill, after hearing the expressions of opinion given in the House, I would not like to insist upon a vote being taken. For the information of the House, I may say that the opinion of the committee was very evenly divided, there being only a majority of one in favour of this Bill being put into force by proclamation of the Governor in Council. I think this is the fourth time that a Bill of this nature has been brought up since I have been a member of this House. The last time one of the representatives of the railway men, Mr. Harvey Ball, was opposed to the Bill. He was in favour of the monthly payment of wages. Consequently the members of the House being guided by all the evidence, some of them voted against the Bill. In Canada probably the highest class of mechanic is in the employ of the railways, and I think that class is improving as time goes on. Some kinds of labour will not benefit much by this change; but others, the lower-priced men, will benefit to a great extent. A few years ago the railway companies objected to the adoption of this principle on the ground of expense, because they paid in cash by means of pay cars. I understand that the employees are now paid by cheque; consequently there is no particular reason why payment should not be made twice a month. I may say that in adopting this measure we are incidentally aiding the revenue of the country, because the stamps on the cheques will run into quite a large sum. If it is agreeable to the House, I think I am safe in saying on behalf of the committee that I will accept the amendment proposing the 1st of January. I would not like to see the House divided on this question. I was very pleased to hear the remarks of the mover of this Bill with reference to the heads of departments who appeared before the committee. I think this is the first time that we have found the employers and the employees so agreeable on this question. There is another consideration which should guide us more or less: I understand that the Committee of the House of Commons on the amendment of the general Railway Act has adopted the principle contained in this Bill. Therefore I will agree to accept the amendment.