

given had never in their lives had anything to do with the handling of freight of any kind, or with any work of that description. One man made his living by pressing clothes in the town. The second man was engaged in the making of monuments. The third man was a mason who did not work in the district at all, but who had been working for quite a number of years in the town of Sydney. These three men formed a company, and in some way the Department of Marine and Fisheries gave them the task of handling this freight and coal in the town of Pictou. No tenders were called for, and no attention was paid to the Longshoremen's union, which had formally made an offer to the department. The secretary of the Longshoremen's union, on hearing that these three men were to do the work, telegraphed to the Department of Marine and Fisheries offering to handle the work at five cents a ton less than their original offer. For a day or two it was uncertain what was to be done in regard to the matter, and then the Conservative candidate who has the patronage in my county called up the secretary of the union and arranged for an interview with him for the purpose of discussing the matter. It was rumoured among the labour men that they would be offered this work, and to be paid five cents a ton less for the freight and the coal than they themselves had offered to do the work for. These five cents per ton were to go to the trio I have mentioned. The appointment was never kept with the labour union, and when the boats went into operation these three gentlemen, who had never had anything to do with the handling of freight, took charge of the task. The new boat, Prince Edward Island, came and she was delayed several days in connection with the handling of freight. These three contractors were unable to get workmen in town so they went out into the highways and byways and brought men in. I submit that where you have organized labour in connection with such work as that of longshoremen, an association made up of men of both political parties, and where these men have given satisfaction to the community, they are entitled to consideration and to be asked at least whether or not they would make some lower offer in the matter. But nothing of the kind was done, as I am instructed. For no other reason than that the local political dignitaries supporting the Government in

that riding, wanted to oblige three of their men, this labour union was ignored; and consequently a large number of men, simply because they are labour unionists, are walking the streets and have no work to do, while men, not resident in the town, and boys are engaged in the work, taking the places of men who could work ten times as effectively because this is work in their own calling.

These are the facts, and I trust that the minister will see to it that the wrong that has been done is righted. I appeal to him whether it is either good business or good policy to absolutely ignore organized labour under the conditions I have mentioned. I am in a position to say that this union comprises practically every able-bodied man in the community who is capable as a freight handler. It is associated with the general organization of longshoremen throughout the country. There is no possible reason that I can see why they should not be recognized when they were willing to do the work at as low a figure as it could be done at, and as low as the figure at which it was given to these three contractors.

Hon. J. D. HAZEN (Minister of Marine and Fisheries: There can be no objection whatever to bringing down the papers moved for by my hon. friend from Pictou (Mr. Macdonald). The system of loading the boats at Pictou, adopted this winter is practically the same, I understand, as that followed for many years past under different governments. Previous to the year 1912-13 the coal and freight handled by the winter steamers on the Pictou-Charlottetown route was attended to by day labour employed by the agent of the department. For the year 1912-13 a contract was entered into between the department and Messrs. John K. Murdoch and Harry Shultz for handling freight and coal. The terms of the contract were that the department was to pay 50 cents per ton for freight and baggage, and 60 cents per ton for placing bunker coal on board the vessels. For the year 1913-14 the contract was renewed with the same contractors and for the same figures. For the next year, 1914-15, a contract was entered into with David A. Morrison for handling freight and baggage on the Minto and the Stanley for 50 cents per ton, while bunker coal was to be placed on the Minto for 60 cents per ton and on the Stanley for 75 cents per ton. The contract for the two previous years applied to the Earl Grey and the Minto. The Earl