

wrong one. This parliament fixes the wages and salaries of all its employees in the Dominion of Canada, and I fail to see why the same generosity should not be extended to the poor men. We have been told that the salaries and wages of all the officials of the Intercolonial Railway have been increased. The country will be surprised to learn that the workmen, the trackmen, the labouring men, have been omitted from the benefits which have been extended to the other employees of that road. We all know the difficulties and hardships to which the trackmen are exposed, especially in this country where the winters are so long, and where they have to work for ten or twelve hours in a day, sometimes fourteen hours. If there is any class of men who should be well paid it is those who are charged with supervising the line and keeping the track in order. We travel over Canadian railways every day without realizing to how great an extent our safety, and our lives even, and the lives of those who are dear to us, are dependent upon the vigilance of the men who are looking after the track. I hope the Minister of Railways and Canals will extend the generosity of the government and of the country to the poorer classes of our employees. We are now in a growing and prosperous time, Canada is boasting of its surplus, and while we, the representatives of the people, are dispensing millions and millions of public money, let it not be said that we ask the poor man in our service to bring up a family of six, seven, eight, nine, ten children, as is often the case in the province of Quebec, upon the miserable pittance \$1.20 a day.

Mr. F. D. MONK (Jacques Cartier). I think while the House is in this generous mood we should extend our sympathies to another class of employees who are at least as much entitled to the consideration of the government as those already mentioned, I refer to the stampers, sorters and letter carriers employed in the Post Office Department. There are many of them in the city of Montreal, and they receive a very inadequate salary, much less than \$1.50 a day. Stampers and sorters are just as much entitled to consideration as the humblest employees of the Intercolonial Railway and some of them are obliged to support families on a salary of less than \$400. I therefore move to amend the resolution by adding after the word 'railway' in the motion :

As well as all men employed on the public canals of Canada, and all stampers and sorters, as well as letter carriers in the public service of Canada.

This is to meet the case mentioned by my hon. friend from Montreal. Many of those employees on the canals are found in my division, and they are as much entitled to receive \$1.50 a day as those already mentioned.

Mr. MARCIL (Bonaventure).

Mr. FLINT. I would suggest that the amendment should include employees on all the public works of Canada, in that shape I would vote for it.

Mr. MONK. I did not think that was necessary, because I had confidence that the Minister of Public Works would do justice to his own employees.

Mr. J. B. MORIN (Dorchester). I wish to say a word in regard to the salary of the public employees. I have read the list of the employees of the government and have noticed the salaries they are getting, and I do not know whether I am mistaken or whether they are mistaken themselves, but I have failed to hear of any case where they found fault for receiving too much. At the same time I have heard a great many complain that they were not receiving enough. This much I do know, that the salaries of public employees are not equitably divided. I know men who are working in the city of Ottawa here for \$1.50 or \$1.60 a day, strong, able and healthy men. I know other men who are getting \$1,800 a year, \$2,000, \$2,600 and \$2,800. I have felt disposed to ask some of those men whether, if they were dismissed from the public service, they would be compelled to beg their living, because some of them are hardly able to walk. If you look up their ages in the Civil Service List you will find that some of them are 73 years old. Some of these men get \$2,800 a year for working four or five hours a day. That I know to be a fact. I quite agree with what has been said with respect to the wages of men employed on the government railways. A man working on the railway does the hardest kind of work; he is exposed to heat and cold, to snow and rain. And yet these men are only paid \$1.15, \$1.20 or \$1.25 a day. In many cases they have to beg their way into the service on the railway, and unless they have friends of influence they cannot even get appointed. Now, why should some men work ten and twelve hours a day for \$1.15 or \$1.25, while other men who can hardly walk get \$2,800 a year? But feeble as they are, they manage to get to their offices, because they have been coming for the last forty years. For my part I desire to see employees of the government treated more equally.

Mr. GALLERY. I have been informed that in some departments there are ladies employed getting \$1,500 and \$2,000 a year. It seems to me very strange that they should be getting such high salaries, when poor labouring men are only getting from one dollar to one dollar and twenty-five cents a day. In the city of Montreal, for instance, men employed in scraping the streets get \$1.50 a day. Men who are employed on the canals in all sorts of weather, rain or shine, are deserving at least of \$1.50 a day; if not they should not be there at all. I would