

Mr. Fortier.—For a copy of the war orders given to the Montreal Street Railway Company.

Mr. Verville.—For a copy of all correspondence and telegrams exchanged between the Labour Department and the working men at Thetford mines prior, during, or after the last strike in that vicinity, and of all other papers relating thereto.

Mr. Gauvreau.—For a copy of a petition from the citizens of Louisville, requesting that L. F. Sanfaçon be not dismissed from his position of postmaster of that town; also of all letters sent by A. Bellemare, M.P., in connection with the dismissal of said L. F. Sanfaçon and asking for such dismissal; and of all letters from the same A. Bellemare, M.P., recommending Chas. Ed. Lasage as postmaster in the place of the said L. F. Sanfaçon.

#### PICTOU-PRINCE EDWARD ISLAND STEAMERS—HANDLING OF FREIGHT.

Mr. E. M. MACDONALD (Pictou) moved:

For a copy of all tenders, offers, letters, telegrams and other documents relating to the arrangements for the handling of freight and coal at Pictou, in connection with the boats engaged in the winter service between Pictou and Prince Edward Island during the year 1914-1915, and during the present season.

He said: I am making this motion for the purpose of bringing to the attention of the House certain circumstances in connection with the handling of freight on the Government steamers which ply in winter between Prince Edward Island and Pictou. I bring this matter up on behalf of the organized labourers' union known as the International Longshoremen's Association of Pictou, local No. 894. Hon. members are probably aware that during the winter season communication is maintained between Nova Scotia and Prince Edward Island solely and only by means of certain boats which are controlled by the Government of Canada and which operate between Pictou and Charlottetown and Georgetown. All the freight which passes between Nova Scotia and Prince Edward Island has to pass over that route, and the boats utilized in connection with this service have to be supplied daily with coal. This service naturally involves the employment of a large number of men, and in the city of Charlottetown for some years past the men who have been engaged in attending to this work have been members of a longshoremen's union, and a contract or arrangement, as I am instructed, exists between the Government and this union in the city of Charlottetown in regard to the handling of freight and coal. In Pictou the system has not been the same; there the question of patronage is involved, and

[Mr. Lemieux.]

last year great dissatisfaction was occasioned locally among the longshoremen owing to the way in which the work was handled by the person who got the contract from the Minister of Marine and Fisheries. During the past summer an immense quantity of lumber was shipped from Pictou to Great Britain, and there was also a large traffic in war material coming and going from the Nova Scotia Steel Company, and other industries. As a consequence there was organized this union to which I have referred, which dealt with and handled all lumber shipped from Pictou and, in addition, engaged in the shipment and handling of the war material coming from these large industries. This union, in October, 1915, sent, through its secretary and business agent, the following letter to the Deputy Minister of Marine and Fisheries:

Dear Sir,—On behalf of the International Longshoremen's Association of Pictou, Local No. 894, as their secretary, I desire to ask the department to arrange to give us the work of handling the freight and coal which is placed upon the winter boats at Pictou by the Government steamers. The men comprising the union include practically all the freight handlers in Pictou. We are willing to undertake to discharge and load freight on the steamer Minto for forty-five cents a ton. We are also willing to undertake to discharge and load freight on the steamer Stanley for forty-five cents a ton. We should be willing to undertake this work at the beginning of the winter season and to continue during all the time that the winter boats are in operation. We understand that in Charlottetown, the work of dealing with these boats is performed by another local of our order, and we feel that we are entitled to the same consideration here. We will be obliged for a favourable consideration of our request and a reply at an early date.

(Sgd.) Joseph Veniot,  
Secretary and Business Agent I.L.A.,  
Local No. 894.

As I am informed, no reply was received from the department to this offer, and the matter drifted along until the eve of the inauguration of the winter service, when it was rumoured that the contractor who had handled the service in the winter of 1914-15 was to receive the contract. A little later on it was announced that the work was to be done by a combination of three men who had formed themselves into a combination for that purpose. Now, we have heard of the curious combination of the butcher, the baker, and the candlestick-maker; but this combination, which was formed as a matter of pure politics in order to prevent this union from dealing with the freight in Pictou, was equally grotesque, because the men to whom the contract was