

sires as much as I do that this measure shall pass, he will amend his motion to ask simply that the Bill be referred back to the committee. No time will be lost by that, because the date has been fixed for October 1, and the Bill will be presented here a long time before that. The committee can fix a date agreeable to everybody. The railway companies will in all probability accept the date mentioned, or it could be advanced thirty days if that were necessary in the interests of all concerned.

Hon. Mr. CLORAN: Will the honourable gentleman permit me to ask him a question?

Hon. Mr. CASGRAIN: I have the floor. I gave the honourable gentleman the floor first, and I will not give him the floor now. I could wax almost as eloquent as some others in telling how important it is for the workingman to get his pay. But I believe that in the interest of the Bill itself it would be well to send it back so that the amendment may be discussed in committee. As far as I am concerned, I will do everything possible to have the proposed amendment take effect provided we can get the consent of the Government, but by flying in the face of the Government we would simply cause the Bill to be sidetracked. There are no more days for private Bills in the other House, and unless the Government is willing the Bill cannot go through.

I believe that the honourable gentleman sincerely wants the Bill to go through. If so, in my opinion, the best way for him to accomplish that is to amend the motion and have the Bill sent back to the committee.

Hon. W. B. ROSS: I do not see what is to be gained by referring this Bill back to the committee. From the point of view of the railroads, there can be no question but that of bookkeeping, and any one who knows what is now going on in this country knows that it is very important to the men to be paid oftener than once a month. I for one would like to see them paid once a week, because I know that workmen in small towns throughout this country cannot get goods out of the stores without paying cash. If they were paid once a week they could buy their week's supplies. I was told by one workman, even before things had become as critical as they are, that it was worth 20 per cent to him to get his wages every Saturday morning, so that his wife, his children, or he himself could go to the stores and buy for cash. To-day increased value of wages is not the only thing to be

Hon. Mr. CASGRAIN.

considered; in many cases the fortnightly payment of wages is going to be important for the men unless you want to drive them into the hands of three-ball men to get credit. The small wage-earner cannot get along under the monthly payment system. I do not see what there is to argue about, and I would like to see a vote taken on this question now.

Hon. Mr. POWER: There is a good deal of force in what was said by the honourable gentleman from De Lanaudière (Hon. Mr. Casgrain), and permit me to say that I thought there was a good deal more force in the speech made by the honourable gentleman from Toronto (Hon. Mr. Nicholls). I cannot at all agree with the honourable gentleman from De Lanaudière in thinking that there is any reason whatever for sending this measure back to the committee. This is not the first time this measure has been before the House; it has been here at least once, I think twice.

Hon. Mr. McSWEENEY: Three times.

Hon. Mr. POWER: Two or three times at all events. There was a full meeting of the committee, and members who are not on the committee are familiar with this question, and there is nothing to be gained by the measure being sent back to the committee. At first I was rather disposed to think that the recommendation made by the committee with respect to the time when the Bill should go into force was judicious; but, on thinking it over, and after listening to what has been said, I have come to a different conclusion. While the railways are having a pretty serious time just now, still I do not think the directors and managers of the railway companies are suffering as much as the men who are getting their wages only once a month. As pointed out by the honourable gentleman from Middleton (Hon. Mr. Ross), the fortnightly payment of wages in reality means much to the men; it is equivalent to an addition to the wages which are now paid monthly. While serving on the committee, I was under the impression that the honourable gentleman who represented the employees was quite willing that some date other than the first of October might be fixed for putting this legislation into effect. I gather from what he said a few moments ago that he has no very serious objection to making that date the 1st of January. As the honourable gentleman from Toronto (Hon. Mr. Nicholls) pointed out, I think the railways are suffering a