



The Soldiers' Memorial, recently unveiled in Dominion Square, Montreal, in honour of the Strathcona Horse.  
Photograph by Notman.

## Public Opinion

### OVER-WORKED RAILWAY EMPLOYEES.

Winnipeg, Man., May 20th, 1907.

To the Editor, Canadian Courier,  
81 Victoria St., Toronto, Ont.

Dear Sir:—I was very much surprised to read your manifestly unfair editorial in your issue of the 18th inst., relating to the matter of a G.T.R. conductor who had been sent to the penitentiary for three years, for sleeping while on duty. I know nothing about the merits or demerits of the case in point, but you take such a hard ding at railway employees in general, when you say "it will cause the employees of the railways to be less avaricious," that your remark should not be allowed to pass unnoticed. I am not in railway service at the present time, having left it for good, but I have seen good service in some of the busiest terminals in Western Canada and the United States. While in that service, despite the law limiting a man's hours of labour (without rest), I saw many a man brought up on the carpet and several discharged, because they would not "double back."

Your article says the man had been working eighteen and nineteen hours a day for five days in the week. Do you think the trainmaster or superintendent who allowed him to do this, is free from censure? I see this man was on a special, then he was "called" for this run. If your article is right, he did not offer his services and it is likely when he was called, there was not another man available, at his end of the line, to do the work. If he had refused, he would probably have had a gruelling for it and it would have been remembered against him in the matter of promotion. His crime lay in signing the book to go out, for he must have known his physical condition.

During the snow blockade out west here this winter many train and enginemen on all lines worked 25 and 30 hours without rest, bucking snow and hauling short

trains. Do you think it was the love of the almighty dollar which prompted these men in every case? In most cases it was loyalty to the road and a good deal of pity for the residents of many towns and villages along the line who were in sore straits for food and fuel.

I am a subscriber to your paper and have watched the Courier almost since its first issue. As a Canadian I am proud to read your periodical and as a Canadian I wish our national weekly every success, and it is with this wish that I dictate my criticism on your editorial. I am not criticising the punishment given this man, but as an old railroad employee, I take exception to the unfairness of your remark. There may be some isolated cases of greed, but take a run or two yourself, on either end of the train, and see how much you feel like "overworking yourself for a few extra dollars." Take a little peek at the inner workings and see if I am not right.

Very sincerely yours,

"EX-RAILROADER."

## The Irish Exhibition

All Irishmen are hoping that the International Exhibition, which Lord Aberdeen opened recently at Herbert Park on the River Dodder, just outside Dublin, will be a success. The exhibition is the most comprehensive ever held in Ireland, and contains many notable features. The Fine Art collection is one of the best collections ever got together. Around the central buildings are a number of pavilions containing British, Colonial and Foreign exhibits. One of these is especially devoted to Irish cottage industries. The Canadian pavilion is one of the most striking, and it should do its share in bringing the claims of Canada before the people of Ireland. In the historical section are to be seen the Speaker's Chair and Mace of the Irish House of Commons, also several souvenirs of the coronation of Queen Victoria, including the gilt inkstand in which she dipped the pen to sign the Coronation oath.—Daily Mail (London).