

pay the men who work on the streets much higher wages than are paid on the government railway. It has a deteriorating effect on the workmen of the country who know that the government does not pay its workmen sufficient wages. Therefore, without taking up the time of the House at this late hour, I desire to call the attention of the government to this condition of affairs, on behalf of these workmen, some of whom are among the very best citizens of the country, in the hope that they will immediately take this matter into their consideration, and increase the wages of the trackmen and the freight handlers to a sum that will enable them to keep their wives and children in greater comfort than they can do on their present rate of wages.

Mr. J. J. HUGHES (King's, P.E.I.). Mr. Speaker, I just rise to endorse and support and emphasize what the hon. member for Cumberland (Mr. Logan) has said. In his motion he takes in the government railways of Canada, but he confined his remarks to the Intercolonial Railway. That was probably a mistake. I think that the government, in taking this matter into consideration, should certainly consider it as comprehensively as the motion on the Order paper, which says the government railways, and consequently includes the Prince Edward Island railway. As a matter of fact, I know that young men who go on the railways and get positions as trackmen, by being saving and sober men, are simply able to support themselves. After some time perhaps they get married, but they are not able to support their families on the wages they receive; and after they have acquired experience and become more valuable, they are obliged to leave the railway service, and take up some other occupation in order to make a living.

I do not think that such a condition of things ought to be allowed to continue in this country. As my hon. friend from Cumberland (Mr. Logan) has pointed out, the railway trackmen are above the ordinary labourer. Their work requires more intelligence, and in addition they have to be out in all kinds of weather and at all hours, which entails additional expenditure on clothing, etc. They have to provide themselves with suitable clothing to meet the conditions under which they labour or their health will be impaired, and I know of cases of men whose wages did not permit them to clothe themselves suitably to meet all kind of weather and support their families, in consequence of which their health suffered and they were obliged to quit work. Of recent years the cost of living in Canada has increased. It costs more to support a family now than it did in former years. Clothing is dearer, rents are higher, and because of the great progress of the country a higher standard of living is necessary. In consequence of all these rea-

sons and others which could be adduced, the wages paid the trackmen are not sufficient to enable them to support their families. The pay of all other men on the government railways has been increased fairly well, but the trackmen are kept just where they were several years ago. I earnestly hope that the government or the Minister of Railways will take up this matter and deal fairly and generously with these men, and I am sure that such a step would commend itself to the House and country.

Mr. DAN. GALLERY (Montreal, St. Anne's). While I am in entire sympathy with the remarks of the hon. gentlemen who have so well pleaded the cause of the trackmen, I regret that they should have confined themselves to that particular class of labour and other labour on the government railway. There are men employed on our canals whose claims deserve equal attention, and when the government is considering the justice of raising wages on the Intercolonial Railway, I would ask that the claims of these men employed on the canals should also be given some consideration. It seems to me that the minimum rate mentioned in this resolution should be made to apply generally, and if the government will go beyond the resolution when considering the question, and do justice to the conditions and claims of all classes of day labour in its employ, it will take a course that will gain for it the support of all the friends of labour in this country.

Mr. A. W. PUTTEE (Winnipeg). I wish to say a few words to express my sympathy with this resolution. It is one which I thoroughly endorse. I notice that it is directed particularly to the Minister of Railways and Canals, who is not in his place tonight, but I hope that its approval by this House will have the effect of causing him to put it into effect without delay. I would myself have preferred a resolution in more general terms; I would have preferred that the minimum of \$1.50 per day should have been made applicable to all classes of labour in the service of the government and not merely to those in its railway service, and in urging that this minimum be fixed, I do not think it is necessary to make any special argument with regard to special training or skill or anything of the kind. It should only be necessary to mention that the work is required to be done and that men have to be employed to do it. I do not think it is right that this government should hire men at any rate of wages which prevents their entering married life. The government should pay wages sufficient to enable every one employed by it to support a family and not a wage that compels him to remain single. We have on the Intercolonial Railway about 700 trackmen employed, and the