

on the subject. Under such circumstances, I think my hon. friend will agree with me that his motion might very well be withdrawn, because he will be glad to know, I am sure, that the step which has been taken is satisfactory to the trackmen themselves. With regard to the salaries paid to the men employed on the Intercolonial Railway, I am sure that my hon. friend the mover of this motion and all those who have supported it will admit that the present government have not done badly at all with their employees. All the salaries have been increased since 1896. Even the trackmen, who form the subject of this motion, received an increase two or three years ago. They receive now \$1.20 a day. It is not a very large wage, I admit, and there seems to be a general consensus of opinion that it should be increased. The discussion that has taken place here will no doubt serve a good purpose when the time comes for the discussion of the matter between the men and the Minister of Railways and Canals. The minister will be very much assisted by the discussion that has taken place to-day and the general expression of opinion that has been conveyed from all sides of the House that the men who give their time and services to the country ought to receive adequate compensation. My hon. friend who has moved this motion has sought to make a comparison between the salaries paid on the Canadian Pacific Railway and those paid on the Intercolonial Railway. He has stated, and stated truly, that the wages paid on the Canadian Pacific Railway are somewhat higher than the present wages paid on the Intercolonial Railway. I do not know, however, that this is an argument, and I do not choose to discuss the subject on that basis at all. It is very difficult if not impossible, to lay down a uniform rate of wages to be paid to trackmen. It must depend very largely on the locality. There are sections of the country where \$1.20 represents much more than it does in cities like Montreal and Ottawa. The men understand that themselves, and are prepared to discuss this view with the government in the conference that is to take place between them, and the administration a few days hence. I hope therefore upon the assurance I have given that the matter will be considered and adjusted, that my hon. friend from Cumberland will agree to withdraw his motion, and I hope my hon. friend from Jacques Cartier will do the same with his amendment.

Mr. LOGAN. As the Premier states that he is at the present time in negotiation with the Trackmen's Association, of course I do not desire to do anything that is going to injure the chances of the men to have this matter thoroughly discussed, and their wages increased all along the line if possible. I trust the negotiations which are going on at the present time between the Trackmen's

Association and the government will lead to the conclusion that the Intercolonial Railway trackmen should be paid the rate of wages which I have suggested in this motion. The rate of \$1.50 a day is not proposed as a hard and fast wage to be paid all over the system of railways; but it is proposed as the minimum wage to be paid to workingmen. I base my case on the simple ground that any man who is fit to be a trackman of the Intercolonial Railway or fit to be a handler of freight, or to be entrusted with hundreds of thousands of dollars of the property of Canada, who is not worth \$1.50 a day, should not be on the Intercolonial Railway or any other railway in Canada. My hon. friend from Prince Edward Island has said that there are men who are worth one dollar per day while others are worth \$1.50, but the question I am discussing now is the fixing of a minimum rate, and I am afraid that my hon. friend does not quite understand the responsibilities of the trackmen upon great systems of railways. Before a man can be a trackman, he must, in the first place, go on the road as a sort of apprentice.

An hon. MEMBER. I wish they were paid \$5 instead.

Mr. LOGAN. As I have already stated, I brought this matter, during four or five years, before the railway department and before the general manager, and as a last resort, I have brought it up in this House. A man has to be an apprentice for several months, and then, if found competent by the trackmaster, he is given a permanent position on the Intercolonial Railway and takes all the responsibility of the work. He has to keep that road in good condition, and is liable to be called out at any time, at any hour of the night or day, even on Sundays. He must be there on all occasions to protect the track and has to work nine and ten and sometimes twelve hours a day. The greater the storms in winter and the hotter the sun in summer, the harder he has to work, and yet we only pay him the miserable sum of \$1.20 per day. The hon. leader of the opposition has tried to draw a red herring across the track by seeking to cast reflections on the Minister of Labour and the work of the Labour Department. But that hon. gentleman dare not stand up here and move that the Labour Bureau, established by the Postmaster General be abolished. He knows just as well as I do, that the establishment of that department was a step in the right direction. He knows well that the Minister of Labour has done more for the labouring men of Canada than all the Cabinet Ministers of the Conservative administration were able to do from 1867 down to the advent of the present government. He is perfectly well aware that in the old days, when government work was done down in Nova Scotia, navvies and dagoes were brought in to work for a pittance of

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