

is exhibited by that one man across the border. I wish the government would wake up to the fact that the managers of our great railway systems are practically helpless to reduce freight rates with labour costs so high without creating deficits. This can be done on a government road; the Canadian Pacific cannot do it. They have got to earn a profit to pay their bills.

Now, let me give the House a few figures to illustrate the necessity for a revision of wages in order to balance economic conditions in this country to-day. Two years ago I referred to this subject, and a gentleman from the Senate undertook to correct my statements—not only to correct them, he even said they were false. So I got busy to find out whether I knew anything about what I was dealing with. I said then that the cost of operation of our railways had increased very materially although their earning power had not increased correspondingly. I find the following in connection with a particular station in the country where lumber, pulpwood and so forth are the principal commodities moved. In 1910 the earnings to the railway company were \$14,080.25; the cost of maintenance was \$824.75—by-the-way at this particular station, and I think it applies to all country stations, the agent lives in the station, or very close to it, and is supplied with free rent, free fuel, free light and free brooms, soap and other things to keep the station and his residence clean; practically the only thing he has to buy is his food and clothing. In 1920, ten years later the revenue was \$17,992.76; the cost of maintenance was \$3,062.64—almost four times the cost of 1910, with only 25 per cent increase in revenue. But, remember, the freight rates that prevailed in 1910 were more than doubled in 1920. Another example is that of a station on the Canadian National Railways, which is supposed to be operated economically for the benefit of the country. This statement is from 1st to 15th January, 1921—fifteen days. The agent's monthly wage was \$145 based on 25 days to the month. His regular pay for twelve twenty-fifths of the month at the rate of \$145 amounted to \$69.60. But there was a holiday in the month during which he spent 8 hours on duty, and for that he received \$5.70. Then there was overtime during that period of 72 hours at \$1.07 3-4 an hour, amounting to \$77.04. Then he had Sunday overtime, 30 hours at \$1.07 3-4 making \$32.10 more. Then he had a call some time when he was not on duty and for that he got two extra hours at \$1.07 3-4 or

[Mr. McCrea.]

\$2.14. So that his remuneration for the period from the first to fifteenth, including holidays and all, was \$186.58.

Now, I will give you a little more; there are one or two funny things here. Take the case of another man on the same road but at a different station, employed during the same period, from the first to the fifteenth of January, 1921. He worked twelve twenty-fifths of the month at \$144 a month. He received as regular pay \$69.12. He had overtime of 131 hours at \$1.05 $\frac{1}{4}$  for which he received \$138.53. He had another bill of Sunday overtime of 30 hours—I do not know how he got it in, but he did—for which he received \$31.72. Then he had three calls when he was not on duty, making 6 hours at \$1.05, amounting to \$6.34 more. Then it was found that he was entitled to have had two weeks' holidays during that time, so he put in his bill for 12 days at \$144 a month, or \$69.12 more. So the modest compensation that he received for his services during that 15 days was \$314.83. I would ask you farmers of the West, I would ask people all over the country—for it is not only the farmers of the West who are interested—if you are satisfied with a railway being operated under such conditions and on the basis of such wages as these, when you are working long hours at small pay? As I have said, the railway management is helpless to deal with the matter. If Sir Henry Thornton and Mr. Beatty jointly should decide to-morrow that these conditions would be changed, that they would ask their men to get away from these war conditions and McAdoo arrangements and back to something like what the conditions were before, they would immediately be advised that there would be a walk-out; international labour, located down in Indianapolis or some place else, would simply order the men out. We own the road and we are paying the bills, but the international railwaymen tell us how we shall run it, what the conditions of labour shall be, what the remuneration shall be and all the rest of it. The management is powerless to deal with the matter.

The Secretary of State (Mr. Copp) yesterday took very strong exception to the *Montreal Star* for having written such articles as the "Whisper of Death," and he showed that in the same paper there were eulogies of several enterprises and activities throughout the country and references to the prosperity that was prevailing. That all may be; there is some prosperity in some directions. But I ask any thinking man who knows the conditions, as the *Star* must have known them, existing on the railways, the classification of labour, the wages paid and so on, if the *Star* was so very far astray when it made