

fluctuation for each year, but with your permission will have it placed upon Hansard.

	Wage Fluctuations 1913-1926	Cost of Living Fluctuations 1913-1926
1913.. . . .	100	100
1914.. . . .	101.7	103
1915.. . . .	101.7	107
1916.. . . .	101.9	124
1917.. . . .	110.1	143
1918.. . . .	133.2	162
1919.. . . .	154.2	176
1920.. . . .	186.6	191
1921.. . . .	165.3	162
1922.. . . .	153.1	158
1923.. . . .	157.4	159
1924.. . . .	157.4	156
1925.. . . .	157.4	160
1926.. . . .	158.9	157

The cost of living rose much more rapidly than wages. We find that in 1914 the railway wage level was 101.7, and the cost of living 103; that in 1916 the railway wage level was 101 and the cost of living 124. During the war Canadian railway employees enlisted early, or worked at home, and they asked nothing from anybody, hoping that when the struggle was over they could settle their domestic affairs. In 1918, when at last they unanimously asked for some relief from the serious situation which confronted them, the wage level was 133 as against a cost of living of 162. So, taking the period from 1914 to 1926, the situation is this: the cost of living advanced in excess of wages by 9.2 per cent on the average over the entire period. Nine per cent of \$1,411 the average annual wage of railway employees in Canada in 1924—which, by the way, is the lowest post war year, and therefore the fairest to take for illustration—is \$156.87 per year per man less than he would be entitled to by the increase in the cost of living. In other words, the total paid was \$26,667,000 a year less than was required to equalize the employees' purchasing power. If it is conceded that railway employees' wages were fair in 1914, and that they should have received a wage adjustment equal to the cost of living increase, then there was due as of December 1, 1926, the rather large sum of \$346,600,000, or \$2,039.31 per employee. Yet the people of this country have been honestly in large part, I believe, of the opinion that the incomes of railway employees were exorbitant and excessive and so on, as I have quoted.

Passing that by, I may say that it is a little difficult to maintain a parity between the wage rates and the fluctuation in the cost of living, and therefore, perhaps, the comparison is not entirely accurate. But surely there is one comparison which it will be admitted is fair. Surely every person in

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Canada will agree that the wages of Canadian railway employees ought to rise in keeping with and in sympathy with the rise in wages of industrial workers of all classes, living in the same country alongside of them. Let us see what a comparison on that basis would show.

The Department of Labour has since 1901 kept an accurate record, by industries, of the fluctuation upwards or downwards of the general wage situation. The industries of the country are divided into nine classes. Over the period of years from 1914 to 1926 we find an accurate picture of the situation, affecting 1,013,490 employees, as reported by employers. From 1913 to 1926 the average rise of wages of all these classes, covering, as I have said, over 1,000,000 men, was from 100 to 178, or an increase of 78 points. Steam railway employees alone fall short of the average, their increase during that period being from 100 to 158. The index number of the metal trades, comprising 110,000 men, rose to 209; that of electric railway employees to 194; the figure for common factory labour, in large part unorganized, rose from 100 to 215; for miscellaneous factory labour the figure rose to 216; for logging and saw mill men it rose to 202; and for coal miners to 197. So steam railway employees alone, according to the Government's own record, were the only class that fell short of the average among over a million workers who go to make up the nine different classes, and the steam railway employees are 17 points below the average, or 9.2 per cent.

Now, applying that statement to the situation, what do we find? We find that the average earnings of the eight principal classes of industrial workers named rose from 100 in 1913 to 182 in 1926; that the average earnings of railway employees rose from 100 in 1913 to 158.9 in 1926, or 23 points below the average of all other employees.

Again, to use the low year of 1924 as a basis of comparison, proves that railway employees' increases in wages from 1913 to 1926 average \$335 per man per year less than the average increases received by all the other classes of workers named. This totals \$57,000,000, which is the amount that railway employees might properly claim for the past fourteen years, but have not received. That is a startling statement, but I know it is a true statement. I think it is right that the people should know the facts, and I believe that Parliament will pardon me for having the temerity to bring this matter to its attention at this time.

To compensate steam railway employees on the same basis of proportionate increase as