its part, undertaking that the railways would be granted like increases in passenger and freight rates as were applied on United States railroads.

The statement of the Canadian Pacific Railway itself is that it received the same rate increases as did the United States railroads, but that, as stated by the United States Railroad Wage Commission appointed by the President of the United States, the increased rates fell short of meeting the increased wage bill. I think that answers my honourable friend's question.

Hon. Mr. CURRY: May I ask a question?

Hon. Mr. ROBERTSON: Surely.

Hon. Mr. CURRY: Is it not a fact that Canadian wages are nearer the United States level—on the railways than in any other line of business? The difference between the wages paid mechanics, labourers, factory employees and others in Canada and the wages paid similar workers in the United States is very much greater than the difference between the two countries in the wages paid on the railways.

Hon. Mr. ROBERTSON: I am afraid my honourable friend is mistaken in that; for since 1922, or 1921, the period that we are now mentioning, there have been, roughly, half a million Canadian workmen who have gone to the United States because they could get better wages there than here.

Hon. Mr. CURRY: That is just what I say.

Hon. Mr. ROBERTSON: As I will show in a little while, the railway employees in Canada are the only class whose wages have not kept pace with the increase in wages in industry of all sorts, or with the increase in the cost of living.

I think I have made it clear that railway employees' wages in Canada have never been on a par with those in the United States. The latest comparable records in the two countries are for the year 1924. The Interstate Commerce Commission's Report for 1925 was supposed to be out in February 1927, but I have not seen it yet. At the end of 1924 the differential was still two hundred and one dollars and some cents. In order that honourable gentlemen may clearly understand the difficulties of Canadian railway employees I would point out that for the year 1924, according to the Canada Year Book, in which the record will be found at page 597, the average compensation of Canadian railway employees, from President to call boy inclusive, was $1,411.85, and they worked on an average of 2,440 hours in that year, their earnings amounting to 57.7 cents per hour, or nearly 3 cents an hour less than the city of Toronto in the same year paid its street labourers. That average of 57.7 cents an hour represented the earnings of railway employees of every class. In the same year 127 railway employees in Canada yielded up their lives in the service, and 8,662 suffered injuries serious enough to be reported to the Board of Railway Commissioners. Railway employees, engaged in a hazardous occupation, in all sorts of weather, day and night, bearing the responsibility that they as a class do bear, and requiring to possess a degree of experience, intelligence and ability quite equal to what are required in other occupations, receive for their services, on the average, less than our modern cities pay their street sweepers.

It may be said that it is unfair to make a comparison as between Canadian railways and American railways, as conditions are not similar. I grant you they are not. The Canadian railway employee must have a warm house, must buy more coal and pay more for it than the average man in the United States. He must wear more clothing because of the colder weather in Canada. Our Canadian railways are in a similar position; for the running of a freight train at 20 or 25 degrees below zero is far different from the running of it at 25 degrees above zero, which is about the average winter temperature in the United States. Therefore both Canadian railway employees and Canadian railways find themselves in an equally difficult situation in that respect.

Having made a comparison between Canada and the United States, so far as railwaymen are concerned, I want to draw another conclusion. Surely it must be granted that Canadian railway employees are entitled to an increase in compensation at least equivalent to the increase in the cost of living during the period since the beginning of the war. Surely it is fair to suggest that, the average earnings in 1914 having been less that $900, what was then the purchasing power of that annual compensation ought at least to have been maintained since that date. But what are the facts? Turning to the records of our own Government, we find that in 1913 the Department of Labour set up a standardization principle in the form of index numbers by which the fluctuation in wages and in the prices of some 250 articles were to be tabulated, and of which a record was to be kept from that time on. I will not give you the