desire to do is to lay before Parliament the facts concerning a most important and vital matter that has a distinct bearing on that question, and if the Board of Railway Commissioners seek to ignore it entirely, that is their affair. If the Government itself, cognizant of those facts, sees fit to take no notice of it, well and good. But if I were to sit silent now, with a knowledge of those things that I intend to state to the House, and if a serious interruption of transportation services occurred in a year hence as a result of those things not being made known, then I should consider myself guilty of not doing what I ought to have done as a public man in Parliament.

I therefore hope that my honourable friends will not feel that I am attempting to violate any rule, or to trespass on any ground that properly ought not to be travelled upon.

I have stated that I thought the honourable gentleman whom I mentioned as having made a statement that was unfortunately untrue and misleading, did so innocently and honestly, not knowing what the facts were. In the year 1920, prior to the time he spoke, the Canadian railway employees had received an average of $251 less than was paid in the United States, according to the Government records of the two countries on this very subject. These are the only authentic records available and were furnished by the railway companies themselves, in both countries.

As time went on and 1921 arrived, the railroads in the United States said: "The turn in the tide has come." They had been handed back to private ownership and a government tribunal had been appointed to exercise certain jurisdiction in the matter of grievances and complaints that might arise in connection with railway operation. The railways proceeded, because the cost of living had fallen to some extent, to put into effect a reduction in wages averaging about 7 cents per hour, or $170 a year, on every class of railway employees in the country. The Canadian railways followed suit; and herein is revealed what I mentioned a few minutes ago, the far-sightedness of our Canadian railway management. In 1918, and again in 1920, they had voluntarily adopted the policy of the United States, raising the wages of their employees to the same extent, and when 1921 came and the United States railways reduced wages by an average of $170 per year per man the Canadian railways did exactly the same thing. After the American railwaymen had their wages reduced in 1921 by $170 a year each, they were still $85 a year above the average of the Canadian railway employees.

So the Canadian railway employees objected in 1921 to accepting a similar cut, and a serious situation arose here. The railways insisted upon the decrease—and why? Because they had already been hit by some minor freight rate reductions.

Hon. Mr. CASGRAIN: May I ask the honourable gentleman just one question?

Hon. Mr. ROBERTSON: Surely.

Hon. Mr. CASGRAIN: When they raised the wages did they raise the rates proportionately? I will not disturb the honourable gentleman now if he intends coming to that point.

Hon. Mr. ROBERTSON: I can answer that. Perhaps the best evidence of what did occur would be to quote and record the statement of the Canadian Pacific Railway itself. Here is a summary of the case presented by the Canadian Pacific to a Board of Conciliation and Investigation at Montreal on January 3, 1927, wherein the Canadian Pacific Railway refers to exactly what happened during the period which I have mentioned. This answer is not my statement, but that of a responsible railroad. The Canadian Pacific said:

The Railroad Wage Commission of the United States brought forward the "McAdoo Award" dated May 25, 1918, which brought into effect increased rates of pay to employees on United States railroads and by which was also established the Board of Railroad Wages and Working Conditions, under whose recommendations numerous further supplements to General Order No. 27 were issued, resulting in substantial increases in compensation to various classes of employees by increases in their rates of pay and also by improved working conditions. In order to meet to some extent the heavy increased expenditure of the railroads thereby brought about, freight and passenger rates were increased, but the increased revenue thus secured fell far short of meeting the increased expenditure. In the report of the Railroad Wage Commission referred to, it was made quite clear that the increases recommended were justified largely on the grounds of the increased cost of living.

In 1918—

as I said a moment ago—

—the employees of the Canadian railways in general also pressed for further increases in rates of pay, and did so with some considerable justification on account of further increased cost of living in this country.

Under the war conditions and the labour situation as it had developed it was arranged in accordance with an order of the Governor-in-Council that the railways in Canada would apply to their employees similar increases in rates of pay and changes in working conditions as were applied to the employees of United States railroads under the terms of the so-called "McAdoo Award," the Government, on