

and ancillary services, unreasonably high, unfair, extravagant and discriminatory wages, by reason of which the said railway employees are able to maintain and do maintain a high standard of living at the expense of shippers of goods and in particular of producers of cereals, live stock and agricultural and dairy products of all kinds, whose prices for their products are materially reduced by reason of the high freight charges exacted by the said tariffs for the carriage of their products, and the said producers are as a class suffering great hardships and unable to maintain a reasonable standard of living by reason in great measure of the aforesaid unreasonable tariffs.

And Tudhope Anderson Company Limited further state that the said wages paid to the said railway employees are unreasonably high, unfair, extravagant and discriminatory in comparison with the wages of other industrial workers throughout Canada and that by reason of the tolls exacted by the said tariffs the wages of other industrial workers are forced down and lowered and their standard of living is lower than is fair and reasonable.

And Tudhope Anderson Company Limited further state that the said railway employees are receiving grossly high and excessive rates of wages which enable them to live in a state of luxury which is wholly unjustified having regard to the nature of the services rendered by the said employees when such services are compared with the services rendered by other classes of employees throughout Canada who receive wages very much less in amount.

And Tudhope Anderson Company Limited further state that the wages of the said railway employees were advanced during the period of the war and shortly thereafter at a time when the prices of commodities and wages were generally inflated and notwithstanding a general reduction in the rates of wages and prices of commodities, the wages of the employees of the said railway companies are still maintained by the said companies at unfairly high levels and the said railway employees are in fact enjoying real wages much greater in amount than they at any former time have enjoyed, while the real wages received by other workers and the real prices received by producers of commodities are materially lower than the wages and prices which existed at the time the wages of the said railway workers were advanced as aforesaid, which advance is commonly known as the McAdoo Award.

And Tudhope Anderson Company Limited represent that the public interest and the interest of all classes in the community, excepting railway workers, demand and require that freight rates should be reduced by cutting down and lowering the element in the said rates which represents wages paid to the said railway workers, and the said railway companies should be directed and ordered to submit tariffs in which the labour element shall be reduced to bring back the wages of the said railway employees to a parity with the wages of other industrial employees and into fair relationship with the prevailing prices of the commodities carried by the said railway companies.

And Tudhope Anderson Company Limited further state that if it should be represented or made to appear that the unfair rates of wages paid by the said railway companies as aforesaid cannot be reduced by the said companies by reason of the fact that the said railway workers have great bargaining, economic and political power, and by reason of the fact that their refusal to accept lower wages might be enforced by a general interruption of railway traffic throughout Canada, then the said companies should be directed and informed that such portion of the said wages as is found to be excessive and unjust must be borne by them by way of decrease of profits or increase of deficits as the case may be

to the end that the proprietors of the roads shall bear the burden of such excess and that they shall not be permitted to impose such excess on the shippers of goods.

I apologize for going to the extent of reading this document, but I want to emphasize the fact that there is a prevailing opinion throughout the country, caused by misrepresentation, that these wages are responsible for the high freights, and therefore I wish to reply in a small measure to these proposals, not in any way substantiating the position of the railway companies, but endeavouring to place the true facts before this House and the public, having in mind the matters that are going to come up within the next year, and if possible to overcome a very strong sentiment and public opinion which is caused by such representations as these people have made. It has always been the practice to blame everything on the railways and the employees when it comes to freight rates, and as that idea is now being used by politicians to serve certain purposes, and more especially by manufacturers as a smoke screen, I am sure that I might have the privilege of replying to some extent to these representations. Perhaps as a representative of labour in some degree, being a labour man myself, I should in a way deal only with the wage end of the question, but I believe that if we are going to enter into the wage question we should also have before us every phase of the railway situation, and find out at first if possible whether the railway employees are obtaining too high wages for their labour, and also ascertain whether the railway companies of Canada are economically and efficiently managed, and from that angle I wish to speak for a moment.

In connection with the question as to whether our railways are efficiently managed, we must confine our comparisons to the United States railways, as the conditions in that country are similar to the conditions on our own roads. But when we take into consideration the fact that Canada has but 221 people to each mile of railway, while the United States has 450, the comparison is hardly fair to the Canadian railways, because under such conditions there is no density of traffic to reduce the average cost of hauling a ton and one might consider that under such conditions we should be satisfied if we could have rates equal to the lowest where cost conditions and wages are about equal. In any event we must compare our roads with some other roads and taking the United States roads for a comparison, I believe the railways in Canada are as efficiently managed and as economically run as those in any country.