

making specific proposals with respect to 907 miles and dealing with crossings between Toronto and Detroit.

The Canadian Brotherhood of Railway Employees submits a resolution, dated May 9, 1938, from Allied Division No. 34, favouring the continuance of the separate operation of the C.N. and C.P. Railways, and condemning the action of the post office in extending the parcel post weight from 15 to 25 pounds.

Mr. J. S. Gillies, Braeside, Ont., submits under date of May 23, 1938, certain figures indicating that the railway freight rates on lumber in less than cargo lots to named points have increased since 1890 by 250 to 300 per cent, and that to the same named points the carload rates have increased from 320 to 420 per cent, notwithstanding that the price of lumber is substantially no greater now than in 1908. He states that in the significant territory (Braeside, Ont.), the rates on his company's lumber average about 1.8 cents per ton mile against about .6 cents per ton mile on lumber from the Pacific coast. He contends that the basis of freight rates is illogical, and that rates should be on a mileage basis.

Mr. L. Cummings, the Lumsden Building, Adelaide and Yonge streets, Toronto, writes under date of May 18, 1938, indicating an intimate acquaintance from outside with certain local transportation problems, and expressing the opinion that "when you live in intimate contact with the railways and their operating staff over a period of years it is extremely difficult to be patient or considerate in regard to them and their problem. They will each argue and debate until the country is sick and tired of the sound of their voices and the repetition of the old time-worn phrases. But each of them is so hide-bound by tradition, past performance, the wonders of their earlier days, the lack, of economic foundation for their competitors, and so on far into the night, that it seems absolutely futile to waste much time listening any more to them." He thinks that if the railway problem were approached by men with fresh minds many of the difficulties would disappear, and suggests that "the piling up of what is to the ordinary citizen a staggering load of debt. . . at the rate of \$1,000,000 a week" results in "the moral breakdown of the populace" consequent upon "the feeling that if the Government can ignore its losses so flippantly" individuals incline to look upon their "financial responsibilities" without "the old degree of seriousness which we were taught was their due."

Mr. Arthur Bourgeois, Chaudière Station (Lévis) Quebec, has written several letters on the subject of unification of railway lines and suggesting that he "can without assistance conduct an efficient investigation in any and all departments in the railways."

Mr. W. T. Burford, 126 Sparks street, Ottawa, Ontario, Secretary-Treasurer of the Canadian Federation of Labour, writes under date of May 30, 1938, covering a memorandum addressed to the Committee, which has been printed, and of which a copy is understood to have been sent to each member of the Committee.

Mr. H. C. Beatty, Secretary of the Montreal Lumber Association, writes under date of May 20, 1938, submitting a memorandum indicating that whereas the average remuneration of 124,012 railway employees in Canada as of June 30, 1907, was \$417, the average remuneration of 132,781 employees on December 31, 1936, had risen to \$1,387.

Mr. Frank O'Reilly, 4104 Dorchester street, Westmount, submits under date of May 20, 1938, a memorandum for the solution of the railway problem by granting exclusive transportation control to the railways, which should abandon the word "railway" in their respective titles and substitute the word "transportation."