

Mr. BEATTY: Generally speaking, I would say that the non-competitive territory in Canada gets as good service as any other part, sometimes better.

Hon. Mr. CALDER: Mr. Beatty, during the course of your remarks you intimated that should Part 3 of the Bill come into effect you might have some suggestion to offer regarding the chairman or the umpire. Do you care to express my opinion on that now?

Mr. BEATTY: No. I do not think I am in a position to go into it extensively, but I do feel that if, against our protests, Part 3 was retained, we might be able perhaps in conjunction with the National Railways to make a suggestion of a more workable provision. That is all.

Hon. Mr. LAIRD: Getting back to the draft of the Bill, is it a fair deduction from your arguments, Mr. Beatty, that while you have no doubt whatever as to the desire and willingness on the part of your own company to co-operate, you have not got the same confidence in the other fellow, and that is one reason why you welcome the statutory provisions in Part II?

Mr. BEATTY: On the contrary, senator, I have said, and I believe it, that I put great store on the character of the men who will be selected as Trustees. I believe those men will be of a type that we can work with. The statute says that you shall do these things, you shall consult them, makes this an obligation on both companies, and we propose to do it.

Right Hon. Mr. MEIGHEN: You could not possibly enforce it.

Mr. BEATTY: No, but there are lots of ways of getting around this statute, if that became an issue.

Hon. Mr. CASGRAIN: What are the gross earnings per mile west of Lake Superior and the gross earnings east of Lake Superior?

Mr. BEATTY: They are divided by sections, senator, and are incorporated in the report. You will find it a special part of the report prepared by Mr. Loree. He has shaded the chart with darker and lighter colours according to the traffic.

Hon. Mr. CASGRAIN: It is very hard to understand.

Mr. BEATTY: Yes, but if you study it a little while it becomes clear.

Hon. Mr. BEAUBIEN: I suppose, Mr. Beatty, it will take some time to establish co-operation between two such enormous railway systems?

Mr. BEATTY: Yes.

Hon. Mr. BEAUBIEN: Supposing Part III of the Bill was not enacted now, would it be fair to ask you after twelve months whether that amicable co-operation had been put into effect?

Mr. BEATTY: Yes, we certainly could tell you within twelve months.

Hon. Mr. BEAUBIEN: Then we could judge whether amicable co-operation was possible without coercion.

Mr. BEATTY: Yes, I do not doubt you would be in a position, senator, to judge whether any other course would be possible. For instance, I do not know whether the Senate Committee, with all its wisdom, would be in a position to sit in judgment on the rights or wrongs of the attitude of any of the trustees or of our Board, as to whether we or they should have made a concession here or there, or should not have. But I do know this, the financial consequences of co-operation will be in process of being well known in one year.

Hon. Mr. LAIRD: They will speak for themselves.

Mr. BEATTY: Yes.

The CHAIRMAN: Anything further, gentlemen?

Hon. Mr. LEMIEUX: What is the tax bill of the C.P.R.?

Mr. BEATTY: \$7,000,000 a year.