

Mr. VAUGHAN: I am sure a number of our magazines have dealt with incidents like that very well. We have been in exactly the same position as the United States railways only two years longer.

Mr. ROSS: I am not talking about publicity. I should like human interest stories like that to reach the public.

Mr. VAUGHAN: We have Mr. Thompson here, the Director of Public Relations. He could probably talk to you about that.

Mr. THOMPSON: May I say a word on the subject? Railway men are constitutionally in the habit of going about their jobs, whether they are men working in the yards in ice and snow, in the shops or driving locomotives. They are by no means unlike our other citizens. We have felt since the beginning of the war, that we are doing a good job; indeed the very best job we can conceivably do. We have also realized, however, that there were tens of thousands of other men doing an equally good job in other industrial plants and in government service. We of the Canadian National Railways by reason of our history are inclined to a natural modesty of statement. However, I can assure you that the external publicity has an enormous effect upon our internal relations with our men. We are not unmindful of that fact.

I can tell you that within the last ten days there has been a national broadcast over the C.B.C., "The Voice of Victory program", in which our employees took part, describing what they had been doing on their war job. We have an illustrated feature which is running in the newspapers of the country, including papers here in Ottawa, describing our war work. Of course, up to certain limits we are using every vehicle of publicity that we know of to state what we are doing modestly—photos, news matter, the C.N.R. magazine.

I think perhaps the situation might also be referred to in this way: our President, Mr. Vaughan, has made two speeches on this very subject, one before the Vancouver Board of Trade and the other to the Canadian Club in Montreal, in which he covered almost a full page of newspaper space in the Montreal, Vancouver, and other papers through the country. I do plead guilty on behalf of our railway to the charge of modesty, founded on the reasons I have given to you.

The CHAIRMAN: Gentlemen, this statement that has been read by Mr. Ross is very interesting. It has to do with American railways. I doubt very much that it should go into the record of our committee here, particularly since there has been an order from the War Services Department asking us to curtail printing.

Mr. ROSS: It contains a lot of interesting information.

The CHAIRMAN: Yes, but it has to do with an American railroad and we are dealing with a Canadian railroad. It is not relevant to the work of this committee.

Mr. LOCKHART: We might put in a short paragraph, saying that it was discussed.

The CHAIRMAN: In drawing up our report we might say it had been read to the committee by Mr. Ross.

Mr. LOCKHART: And that the discussion took place on the service being rendered.

The CHAIRMAN: Yes. It could appear in the Minutes of Proceedings.

Mr. LOCKHART: But we should not go into the detail of printing it.

Mr. VAUGHAN: Mr. Walton, Vice-President of Operation, Construction and Maintenance, is here. He is immediately in charge of our troop movements. Perhaps you would like him to say a word on what we have been doing.

Mr. N. B. WALTON: It might be of interest to say that possibly some of what looks like lack of publicity is due to the desire on our part to carry out indications we have had from the authorities on the maintenance of secrecy in regard to