

The Winnipeg and District Trades and Labour Council, under date of June 14th, 1938, submit a resolution protesting against any proposal to discontinue the C.N.R. transcontinental trains Nos. 1 and 2 between Nakina and Winnipeg, as well as against the making of all the other economies proposed before the Senate Committee, on the ground that this constitutes wholesale sabotage of the publicly-owned railway lines for the benefit of foreigners interested in investments.

Mr. H. A. Nicks, of Sioux Lookout, Ontario, write under date of May 31, protesting against any proposal to abandon the line between Beaverton and Long Lac and Nakina and Transcona, on the ground that these open up new country and serve the people, who would be reduced to misery if the lines were closed. He points out particularly that the Nakina-Transcona line was built "by that great statesman Sir Wilfrid Laurier, and must not be destroyed."

Messrs. James McKenzie and P. H. Maloney, writing as chairman and secretary of a mass meeting of the citizens of Armstrong, Ontario, held on June 2, write under date of June 8, protesting against the abandonment of any Canadian National tracks. They submit that unification is a proposal of a gigantic railway corporation, namely the C.P.R., to offer the homes and livelihood of industrial workers as a sacrifice to the vested interests of absentee C.P.R. shareholders. They refer to the number of people and importance of the industries served by the line between Transcona and Long Lac, of which particulars are given, and deny that the normal labour railway turnover would take care of employees displaced.

Mr. Hugh L. MacKinnon, of Winnipeg, submits under date of April 30, certain considerations against unification, including the grants to the C.P.R. and certain other benefits received by that company, these expenditures being, like those on the Canadian National and on canals and harbours, justified as being essential for the opening up of the country. He comments on the financial position, refers to the conclusions reached by the Duff Commission and the size of the organizations involved, concluding with a recommendation in favour of cooperation.

Mr. Watson Griffin, 196 Jameson Avenue, Toronto, under date of June 4, 1938, submits a plan for amalgamation of the C. N. and C. P. Railways in a new company into which Canadian Pacific stock-shareholders should be allotted shares and the Government shares vested in a council composed of the general managers of the chartered banks as trustees. His view is that if we are to have ultimate amalgamation we should have it now.

Mr. James D. McKenna, President of the Saint John Board of Trade, Saint John, N. B., under date of June 2, 1938, submits on behalf of the Saint John Board of Trade a memorandum as to the routing of Canadian National freight said to be carried to Halifax instead of to Saint John. In support of the proposal there are cited the views of Sir Alexander Gibb in his report on Canadian ports, made in 1932.

Mr. Louis G. Scott, 2515 West 4th Avenue, Vancouver, submits under date of May 30, 1938, a protest against the inclusion in any unified railway system of the Quebec and Lake St. John Railway, and the Great Northern Railway of Canada, of which latter he is the former secretary. He supports this by contentions relating to the rights of the shareholders in the companies from whom rights with respect to these railways were acquired by the Canadian-Northern Railway and subsequently by the Canadian National Railway.

Mr. R. L. Elliott, 46 William Street South, Lindsay, Ont., makes an undated submission with respect to the elimination of duplicating mileage,