

Mr. HEAPS: It was the Toronto speech that I was referring to. I quoted from it, where he said something about seventy-five per cent of the present labour. I have the exact words somewhere.

Mr. MANION: If that is the case, Mr. Beatty has answered Mr. Beatty.

Mr. HEAPS: I will not try to defend Mr. Beatty, but perhaps the minister can answer a simpler question: What is the result of the present amalgamation of services, or cooperation, between Montreal and Chicago and between Montreal and Toronto?

Mr. MANION: The cooperation has only begun and I do not think it is possible to give absolute figures at the present time. The judgment of the railway commission, as I indicated to the hon. member for South Perth this afternoon, was handed down only on March 21 and has been in effect since April 1. I quite admit that there may have been some men laid off as a result of the pooling of services, because that is natural; they have cut two fast trains to one fast train, and it does not require so many men to handle one.

Mr. HEAPS: Surely the minister has in his possession some information as to the number of men affected by the amalgamation of services between those points. I am told that in Toronto sixty-one employees of the Canadian National were laid off. Surely the same thing would apply to other terminals.

Mr. MANION: I hope my hon. friend does not think that I carry in my head the figures concerning every change made in the railways from day to day, from week to week and from year to year. I can get that information for my hon. friend but I cannot give it offhand right at this moment. I do not think he is fair in asking for such information out of the blue sky.

Mr. HEAPS: The unfairness of the whole proceeding is that we have to proceed with this very important bill without having the experts of the railways before us in order to furnish information. I do not expect that the minister carries all this information around in his head. I know he is next to an encyclopaedia but I do not expect him to be a complete encyclopaedia. Perhaps he will obtain the information as to what the amalgamation of the services between Montreal and Toronto means in the number of men affected, as well as the estimated savings to the railways.

Mr. MANION: This bill will probably take some time and I will obtain the information in the meanwhile.

[Mr. Manion.]

Mr. KENNEDY (Peace River): I think the committee should have the number of men laid off since 1929, divided into those laid off due to the slump in railway business and those laid off due to amalgamation of services.

Mr. MANION: If possible, I will have that information later in the day.

Mr. MITCHELL: We should also have the number of men laid off through the increase in the size of locomotives and length of trains. That would give a proper picture.

Mr. BOWMAN: Mr. Chairman, a discussion of the number of men laid off naturally brings up that portion of the commission's report which deals with the contributory causes of the railway problem. I would direct the attention of the hon. member for North Winnipeg to the fact that Mr. Beatty's statement to the commission is predicated upon the assumption that from 4,000 to 5,000 miles of railway will be torn up and destroyed. Mr. Beatty's reference to the saving of \$75,000,000 was through a possible saving which would be spread over a period of five years. These facts should not be lost sight of. Chapter IV of the report deals with the contributory causes of the railway problem. The major portion of that chapter deals with the competition from other transport agencies, special attention being given to the competition from road transport. I do not purpose dealing at any great length with the facts set out under that heading, as I have no doubt they are familiar to all hon. members of the committee. However, I should like to refer to the general findings of the commission, and I quote from paragraph 163 as follows:

It is generally recognized that there is a need for regulating road motor services and for equalizing the conditions under which road and rail services are provided.

The following rather important statement is made in paragraph 164:

If the railways lose a large part of their profitable short distance traffic to the roads a readjustment of the whole freight rate structure may be necessary, with a possible increase in the rates charged for the long distance and heavy freight traffic.

I referred to this possibility in a speech which I made in this chamber about a year ago. At that time I stated that unless some adjustment was made in the matter of freight rates as between private motor competition and so forth it might be that the railroads would have to come to the Board of Railway Commissioners to ask for an increase in freight rates. As a matter of fact, this was suggested by one of the labour representatives, who