

name of which I have forgotten, which is said to include the traffic officers of a large number of industrial concerns. There are no communications that I have seen from Boards of Trade, Chambers of Commerce of the Canadian Manufacturers' Association or anything of that kind.

Hon. Mr. CALDER: Or from farmers' organizations?

Mr. BIGGAR: There is one, I think.

The CHAIRMAN (Right Hon. Mr. Graham): I had it in my head that certain Chambers of Commerce had written.

Right Hon. Mr. MEIGHEN: They have petitioned the Government, have they not? I know they have done so before, and I presume they would do so now, demanding a solution of the problem, which is the usual demand.

Mr. BIGGAR: May I first refer, perhaps more elaborately than to the others, to a communication from Mr. Allan McAvity, the member of parliament, who handed me a communication, and who attended the committee in the hope that he would have an opportunity to be heard.

Hon. Mr. DANDURAND: Before you read the letter from a member of the other House, I should like to know if we are to open our investigation to the members of that House and to give them an opportunity of coming here to express their views on the railway problem. If we do that, we may have quite a number of members of the other House coming here and wanting to speak in favour of branch lines that are threatened. We should have an interminable inquiry.

Mr. BIGGAR: I might say that Mr. McAvity's statement simply relates to the direct service of the Canadian National into West Saint John by means of the Valley Railway to Fredericton. And in support of his contention in that respect he refers particularly to paragraphs 281 and 283 of Sir Alexander Gibb's report with regard to the harbours, and suggests that export waybills on the Canadian National should be optional between Halifax and Saint John.

Now, I will run very quickly through the communications. If the Committee wants to hear anything more about any of them, I have them here.

Hon. Mr. SINCLAIR: Could you not list them without reading them?

Mr. BIGGAR: I can tell you the general character of them, and if you want any more information about them I can give it.

The CHAIRMAN (Right Hon. Mr. Graham): I think it is fair to the writers to refer to the various communications.

Mr. BIGGAR:

Mr. H. R. Hosfield, Secretary Treasurer, C.N.R. System Federation, No. 11, Western Region, writes from Trancona under date of May 14th on behalf of the Federation that the Executive Board think unification would be detrimental to Canada as a whole, and repudiate the insinuation that the C.N.R. is a liability. He states that the railway has done much towards developing the country and has never failed to pay its operating expenses. He also contends that the abandonment of lines, besides causing unemployment, would be a great hardship to pioneers, and that unification, by cutting off purchases which in the case of the C.N.R. are said to amount to 62½ millions annually would cause unemployment.

Mr. H. P. Coombes, of Vernon, B.C., writes on behalf of the Vernon Board of Trade, under date of June 13th, 1938, protesting against the proposal to abandon the C.N.R. line from Armstrong to Campbell Creek, 56 miles, on the ground that it is the only railway line serving an area, it is operated at a substantial profit, and that there are 10 sawmills, a gypsum mine, and a box factory employing 70 men, served by it, as well as stockmen, lumbermen, etc., who ship 600 cars a year.