

Sir HENRY THORNTON: Mr. McLaren, is there any way that you could arrive at any information which would throw light upon that, from the residence of the individual who gets his pension?

Mr. CANTLEY: Where you mail the pension cheque to?

Sir HENRY THORNTON: That is what I mean. For instance, if he lives at Rochester, New York, if his pension cheque is sent there, the assumption is that he is an American citizen, although he might not be.

Mr. HEAPS: I know of many such cases. For example, in the city from which I come people born in this country, Canadian citizens, become eligible for pension, and they leave the city and go to either Victoria or Vancouver. To my mind, that will not determine the citizenship of the individual.

The CHAIRMAN: That is perfectly true. I think you will find that the number that are over there is very small. On the other hand, this will be quite satisfactory to the committee to know that is the worst it can be.

Sir HENRY THORNTON: Following up what Mr. Heaps has just said, we know quite a number of our pensioned employees have gone to California to live. We know they are Canadian citizens but they have elected to take their pension and go to live perhaps at Hollywood.

Mr. HANBURY: They have reached that age?

Sir HENRY THORNTON: Possibly a tribute to their virility.

Mr. MACMILLAN: I do not think it makes a particle of difference where he goes; but I do think, to settle this question of the number of American people who are employed on the Canadian National, that some information might be obtained in that connection. I am not speaking from a critical point of view at all, but there are a number of people running about who are talking about the Canadian National Railways just in that connection, and it would be a good thing, I think, to have some information on that very point.

Sir HENRY THORNTON: Mr. Hungerford's department probably employs more men than any other department, and I am just wondering whether he, from his general knowledge and experience, could throw any light upon the question that has been asked, just showing roughly what percentage of the employees of the Canadian National are of American citizenship.

Mr. HUNGERFORD: I cannot possibly answer that. I have no knowledge on which to base a statement. I do not think that there is any large number of American citizens employed in the Eastern provinces; but out West during the period when construction was very active it is a fact that a considerable number of American railwaymen came up there and got jobs, and I think that is really the explanation of what Mr. MacMillan speaks of.

Sir HENRY THORNTON: What happened was this, and it was quite obvious: When railway construction commenced in Canada—it really had its inception on a large scale with the construction of the Canadian Pacific—the railway industry of Canada did not embrace a very large number of experienced men, experienced in the profession, and quite naturally the Canadian railway authorities had to draw on the United States. As a matter of fact, Mr. Beattie is today the first President of the Canadian Pacific of native birth. Now, that was just a natural conclusion. None of the Grand Trunk officers, or certainly at least very few of them in that day went to work for the Canadian Pacific, and it is perfectly natural that when this large amount of railway construction started that there should have been an almost necessitous inflow of American citizens for the purpose of assisting in the construction and operation of Canadian railways.

Hon. Mr. EULER: I do not think there is very much to be gained by tracing up pensioners who are living in the United States. Even though you do find that some of them are American citizens, you cannot do anything about it. Even