

Hon. Mr. LYNCH-STAUNTON: You do not blame the Canadian National for the lack of co-operation?

Mr. BEATTY: That is a question I should not like to answer.

Hon. Mr. LYNCH-STAUNTON: Suppose that you refuse, or that they refuse to co-operate in the future, should not there be someone to compel co-operation?

Mr. BEATTY: There is no danger of that. I place my reliance in the trustees of the Canadian National Railways. I believe they will be men of eminence and ability, and that we can work with them. I do not believe you will appoint anyone else.

Hon. Mr. LYNCH-STAUNTON: That is only a pious hope.

Mr. BEATTY: It is a conviction.

Hon. Mr. DANDURAND: Under separate management could co-operation bring about unification of the telegraph services and the express services, for instance, or of the town and city ticket offices throughout the country? Could that be done under separate management, or under this Bill?

Mr. BEATTY: The Commission certainly left me with the impression, by section 222 of their report, that we were at liberty to adopt any measures we saw fit in order to bring about a cessation of this competitive condition in respect of ancillary services. Obviously there can be no difficulty in amalgamating our express services and our telegraph services. The express services in the United States have been operated as a unit for years, with very satisfactory results. There is no necessity for competitive telegraph offices in every city, town and village in Canada. That would be a very easy thing to accomplish; and the same principle could be, and I hope will be, extended to include as much of the wireless business as is transacted in Canada.

The CHAIRMAN: That would be done by agreement.

Mr. BEATTY: Yes, and the report contemplates that; but the Bill makes it impossible.

Hon. Mr. DANDURAND: You have spent millions in opening offices in central districts in towns and cities. Cannot they be dispensed with?

Mr. BEATTY: Some can and some cannot. In many places there could be joint ticket offices. That is along the line of the things that we should do.

Hon. Mr. CASGRAIN: Would not the passengers buy their tickets at the stations? They have to go there anyway.

Mr. BEATTY: That is perfectly true. The practice of having city ticket offices has been inherited from the United States. It has been their practice for over one hundred years to bring the ticket offices fairly close to the centres of the cities, and we have probably over-developed that idea in Canada. I think that if we had a uniform practice of not having them, or of limiting them, we would not be adversely affected.

Hon. Mr. LYNCH-STAUNTON: Do they have central offices in England?

Mr. BEATTY: They have booking offices.

The CHAIRMAN: They have steamship offices.

Mr. BEATTY: Yes. We have to have those.

The CHAIRMAN: Of course, you operate in the United States as well as in Canada?

Mr. BEATTY: To a very slight degree, as far as railway mileage is concerned.

The CHAIRMAN: Do you anticipate any difficulty by reason of any of the statutes governing railway operation in the United States interfering in any economy that you might desire to make, say, in ticket offices?