

By Hon. Mr. Calder:

Q. Our difficulty here is that we get two sets of evidence and they do not jibe. The purpose of a body of engineers like that would be to get these officers together and thrash this evidence out, which we cannot do in this Committee.—A. There will be a great many facts which would be agreed upon.

By Hon. Mr. Hugessen:

Q. That would be their principal function, to try to reconcile the two sets of statements which have been made to us.—A. Or a new set of statements.

Mr. BIGGAR: I have no other questions.

By Hon. Mr. Dandurand:

Q. You will remember, Sir Edward, that there was such an expert selected by the Duff Commission, Mr. George H. Parker, an accounting solicitor, a United States railway expert, of Washington, who was engaged to harmonize, if possible, the revenues and expenditures of the two railways, for the Duff Commission. He called himself a railway analyst. You have no idea of the work he did?—A. I have not personally, Senator. I did not know anything about Mr. Parker. I know he was added to the staff of the Royal Commission. I never heard of him before or after.

Q. I understand that a \$15,000 fee was paid to him, and his name does not even appear in the report of the Commission.

Right Hon. Mr. MEIGHEN: It must appear in the financial report.

Mr. BIGGAR: I understand that Mr. Parker was a lawyer and an accountant, not an engineer.

By Hon. Mr. Dandurand:

Q. Your idea, Sir Edward, would be to give a mandate to a firm of accountants to go into the whole problem that we have studied here the last month?—A. Yes sir, that is the factual part of it—engineers and accountants, Senator; you know, they cannot overlook the physical side of this, because that is important.

By Hon. Mr. Calder:

Q. There is one point I should like to have cleared up a little more. When Sir Edward was here before I got the impression, after he had completed his evidence, that if unification took place there could be no unscrambling, that unification would be permanent. But this morning, on a question from me, he said there is a possibility of unscrambling. Now, let me put the situation. Suppose there is unification and the combined systems reroute their traffic use common terminals, have all their telegraph work done over one telegraph system, and the express companies are united, advertising is all done in common, and so on—

Hon. Mr. DANDURAND: And they lift one thousand miles of rail, say.

Hon. Mr. CALDER: I think we can forget the suggested abandonment of 5,000 miles of rail.

Hon. Mr. DANDURAND: 1,000.

Hon. Mr. CALDER: Yes, 1,000.

The WITNESS: That is agreed on now.

By Hon. Mr. Calder:

Q. My own view is that, from the evidence so far, there will not be much abandonment. There will be rerouting, which will leave probably in the neighbourhood of 3,000 miles to be used as service line with something like tri-weekly service and that sort of thing. Well, just picture what will take place in a period of, say seven years, under unification. All the telegraph lines