

along with from seventy to seventy-five per cent of the present staff. Surely the inference is obvious; it means that if the present staffs of the two railways total about 170,000 men, 40,000 would have to be laid off.

Mr. MANION: As a matter of information would my hon. friend be good enough to quote the exact words, if he can place his hands on them?

Mr. HEAPS: I will undertake to give the Minister of Railways the exact words of Mr. Beatty before the afternoon or the evening is over. I think most hon. members of the house read the full report of his speech, in the course of which the words I have quoted were used. I think that speech was delivered during the early part of last February. If Mr. Beatty could give the number of men who would be laid off through amalgamation surely it should be possible to get the number of men who will be laid off as a result of cooperation. Mr. Beatty also stated that by the process of amalgamation there would be a saving of some \$75,000,000 a year. He can give that information to the public of Canada—

Mr. MANION: That was under amalgamation.

Mr. HEAPS: But if we take it on the basis of cooperation what is the difference?

Mr. MANION: There is a vast difference.

Mr. HEAPS: I know there is a difference, and that is why we want the figures. Surely we have a right to expect them. I have just been handed a copy of the speech made by Mr. Beatty in Winnipeg on February 8 of this year.

Mr. BOWMAN: At what page?

Mr. HEAPS: This is on page 9; Mr. Beatty says that he is unqualifiedly in favour of unification for the purposes of administration. He goes on to say that careful and comprehensive inquiries by the officers of the company have persuaded him that under unification permanent economies of \$75,000,000 a year would be secured after the lapse of a period to permit adjustments to be made in the ordinary way.

In another part of this speech will be found the statement with regard to the number of employees who will be required if the companies were amalgamated. I do not have that at the moment, but I can assure the minister that those words are contained in the speech. Now I am trying to get from the minister some idea of the number of men

[Mr. Heaps.]

whose services will be dispensed with as a result of cooperation. I want to go further and ask what provision will be made to care for those men if, through the action of this parliament, they are laid off. There has not been a word said in that connection during the course of this debate. We had a commission consisting of seven individuals, two of whom represented the bondholders and shareholders in the United States and Great Britain. During the whole course of their proceedings not a thing was done in an attempt to make any provision for the men who will be laid off as a result of the cooperation of the two railway systems. It is common knowledge that both railways have field men out in various parts of the dominion with the avowed object in view of cooperation or amalgamation of services, and that being so, I am sure the department must have some information at hand to show how far the work has proceeded along that line. Can the minister not indicate just what the situation will be in the immediate future?

Mr. MANION: There is no doubt that for some years both the railways have been looking into the question of cooperation at various points. One of the first recommendations made by this government, both by the Prime Minister and myself, to Sir Henry Thornton and Mr. Beatty, when we came into power, had reference to the greater need of cooperation than had existed in the past. But even prior to that the two railways undoubtedly had been canvassing the possibility of cooperation at certain points. I do not believe that either railway has any definite figure as to the number of men that would probably be laid off as a result of cooperation in different parts of the country. It all depends on the extent to which the cooperation is carried. In the case of cooperation affecting a few passenger trains it might mean very few men; but in extensive cooperation a great many men might be involved. In the speech delivered by Mr. Beatty, from which my hon. friend has quoted, Mr. Beatty spoke of unification—that was the word my hon. friend quoted, I believe. I distinctly remember reading about a statement on the part of Mr. Beatty regarding a possible saving of \$75,000,000, but although I should not care to oppose my views to Mr. Beatty's on the subject, I am bound to say that I have grave doubts that such a saving could be effected. As to my hon. friend's request for definite information, I do not think that either of the railways can say precisely what number of