

COPY

CAMPBELL AND SHEPHERD LIMITED, TORONTO, CANADA

- 20 -

C150012

Canadian Pacific Railway. In Ontario the industrial sections of the Province have grown up around the old Grand Trunk Railway and the volume of traffic originating on its lines greatly exceeds that on the Canadian Pacific."

"In the past fifteen years industry has been passing through a series of changes in both its manufacturing and in its merchandising sections. Science having played a much more important part, methods of manufacture have changed, and processes have been speeded up to such an extent that the old regime became obsolete. Prior to this period the railways had a monopoly in transportation, but beginning about 1920 a new competitor entered the field - the motor vehicle with the improved, or paved, highway."

"The clear duty of the railways today is to modernize their service to meet the requirements of industry and coordinate rail and highway service in order that they may offer at least all the facilities and conveniences now offered by other forms of transportation. If they don't, how can they expect an efficient industrialist to patronize them? The railways should seek and adopt new and efficient methods entering into the manufacture of their only product - transportation, in order to reduce cost, reduce selling price and meet competition. It can be done and if it is not done progress stops. The day of doing a job on the railway (or anywhere for that matter) in a certain manner because it was done that way in 1890 and has worked ever since, is past but unfortunately some railway officers do not know it."

"There has been in the past a certain lack of coordination between the public service departments such as traffic, operating, express and telegraph. In most cases each was under a separate Vice-President and each department considered only its interest, rather than that of the company as a whole. The need of an Executive Vice-President, with jurisdiction in all departments, has been a striking one. Such an officer could effect many savings without injury to public service."

"I believe it would be a fatal mistake in the public interest to eliminate railway competition in Canada, although I do think the service requirements of today cannot be met by the methods presently used which were in vogue twenty or more years ago."

"The elimination of railway competition in Canada would be the beginning of a down grade in service to the public, the opposite condition to that necessary in a country in the throes of development with a future such as Canada has under sane and normal guidance."

The above picture, which is the expression of a recognized authority who has studied conditions in Canada, combined with the remarks of Commissioner Eastman, appear to point to a definite conclusion when applied to the railway situation in Ontario.

W.L.M. King Papers, Memoranda and Notes, 1933-1939
(M.P. 26, J 4, volume 220, pages C149883-C150385)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

