NOT SANTA CLAUS AND C.N.R. IS NO CHRISTMAS TREE

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fortunate to secure his services, and that the whole railway situain Canada would be improved by his advent to this country. Difficulties.

President Rea, of the Pennsylinia system cheerfully informed me that all he needed to say was that Sir Henry was trained in the service of the Pennsylvania Railway Com-pany. Once Mr. Rea admits that a nan has been trained by the Pennman has been trained by the Penn-sylvanie he concedes his every known virtue that can be possessed by a railway executive. But it is interesting to observe the fascina-tion with which Sir Henry's task tion with which Sir Henry's task and Canada's peculiar and almost unique railway situation is viewed by railway presidents in the United States, and the transportation men of Great Britain. To them it is, if anything, a greater problem than it is to us. They have never ex-perienced a condition in which the railways of the country were divided, not equally but not disproportion-etely between a private and a Govately between a private and a Government owned system. They are correct in its uniqueness, but they are, I think, unduly apprehensive of the complications which such a con-dition is anticipated to create. In dition is anticipated to create. In no essential way should such a con-dition mean lack of harmony, un-fairness in competition, or other conditions which have tended on some occasions to bedevil the trans-portation interests of a country. There is one danger, of course, which is adherent in such a situa-tion, but not a danger insuperable to successful co-administration, and that danger is that the Government system might not he permitted to be administered entirely by those in charge of its administration. Given a strong, fearless, and efficient organization, and with a free hand which all officers of successful enterwhich all offlicers of successful enter-prises enjoy, there is no reason why the general transportation problems of the two systems should not be handled as effectively and fairly as if they were privately owned and operated. In fact, I feel so strongly that this is true that I would hazard the suggestion that the principal factors in harmonizing, improving, and ultimately solving the present situation will be the executives and situation will be the executives and the officers of the existing systems. You will, no doubt, appreciate

that in this country of num many retemanial accord to the mutual ad-the two companies. Many questions. It is a pocular built is the first for appendix of the officers of the officers of the officers of the server in the serve

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