

country, on the other hand, has taken over every single piece of railway line in the country, and has backed the security holders. Over there the people who had their money in these railways in good faith lost it. Had the country there guaranteed the \$3,000,000,000, it would have cost \$150,000,000 a year just to carry the load; and we are carrying a load of about \$50,000,000 deficit this year. These are some of the things that strike me. I do not think we have the right to examine these reports and pass on them without passing on that; they should make more effective use of publicity. You know how it is. If Mr. Fairweather goes down to New York on a business trip everybody at once hears that he is neglecting his work on the Canadian National. If the president of the road goes down to Florida or to somewhere else to consult with some outstanding business man, or if any of the officials of the road go away for needed recreation they are immediately subjected to the criticism that they are neglecting their responsibility as officers of the road. These men simply must have some rest and some recreation, yet they cannot go out to the golf-links for a game without laying themselves open to criticism. But I want to tell you that they have got to let the people of this country know about the job they are doing, and they have got to know something at first hand about what is going on in this country. Now, gentlemen, I am not going to go any further. With the consent of my seconder I will withdraw my motion.

The CHAIRMAN: The only trouble with your motion was the fact that you mentioned a specific amount; otherwise it was quite in order.

Mr. HOWARD: The Canadian National railway management would naturally advertise its wares. Any business man would try to correct the insidious underhanded campaign that is being deliberately put over the people of this country. I doubt if they have the right effectively to meet that kind of thing unless this committee says they want you to do it. That is the purpose which I had in moving my motion. However, if my seconder is agreeable I will withdraw my motion.

Mr. HANSON: I am agreeable to that, but I still maintain we should have it; that the Canadian National railway should spend more money on advertising what they have done and what they are trying to do at the present time.

Mr. HOWARD: We will support them in any way at all that they think will be effective in increasing their publicity.

The CHAIRMAN: There is no objection that I can see to the committee when preparing their report indicating in the report that they are in favour of further publicity so far as the road is concerned, but I would suggest that it do not take the form of a motion.

Mr. WALSH: I am in favour of that if it is publicity, not advertising.

Mr. DEACHMAN: I want to make a remark or two in regard to Mr. Walsh's statement. We have had a good many lengthy studies of the whole railway problem, but let me assure you that we cannot solve the problem in the railway committee room. There is such a thing as a volume of national traffic, or traffic of the nation, in the Dominion of Canada. The task of the railroad is to handle that, and to handle it efficiently; but the claim is made, I think it is quite justified and I am quite willing to support it, that the Canadian National Railway is an efficient railway; but the total volume of business in the Dominion of Canada is much less than it was a few years ago. I looked up these facts before I came in, and as I recall them now during the period of depression the earnings of Canadian agriculture were \$1,600,000,000 less than they were if you take them on the basis for comparison of the year 1930. Now, when agriculture is in that condition nothing in the world will provide an abundant prosperity for the railways operating in the Dominion of Canada. So I suggest to you now that if we want to solve this problem it will not be solved in the railway committee room, it will not be solved by the study of an operating profit;