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Senator Dandurand referred to the map produced before the Committee by the Canadian National - purporting to show which of their lines pay a profit over fixed charges and operating expense; which pay operating expense, and which are operated at a loss. He gave figures showing what mileage of the lines listed by the Canadian Pacific under the 5,000 mile abandonment study would fall into each of these categories. He appeared to believe that the fact that many of the more profitable lines of the Canadian National were among those listed by the Canadian Pacific in the abandonment study was very significant. He seemed to think that it invalidated the Canadian Pacific estimate.

Senator Dandurand appears to forget that the Canadian Pacific study of line abandonments was made by specific instruction of the Royal Commission, and that most of the main lines of the Canadian National included in it were actually named by the members of the Royal Commission to the officers of the Canadian Pacific, when these officers were instructed to prepare the line abandonment study. Evidence to this effect will be found on Page 1372, Proceedings, 1938. Therefore, if Senator Dandurand is trying to invalidate anyone's judgment, in including these lines in the abandonment study, he must be attacking the judgment of the members of the Royal Commission - not that of the officers of the Canadian Pacific.

In the second place, as members of the Committee will remember, the Canadian National map of unprofitable lines showed one interesting fact - that almost all the branch lines of the Canadian National are unprofitable, and that the profitable lines are almost all stretches of main line. That is true of almost every railway in the world. Branch lines are thin traffic lines. Main lines - carrying the traffic of several branch lines - always have a denser

MEIGHEN PAPERS, Series 5 (M.G. 26, I, Volume 189)

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