

Mr. LOCKHART: I wanted to get your slant on this first. We will tackle them later.

Mr. VAUGHAN: We do not know what they are planning to do.

Mr. LOCKHART: You have no fears at the moment.

Mr. VAUGHAN: Not at the moment. Undoubtedly the more mail the Post Office Department decides to send by air, the less we will get from it.

Mr. REID: I have one question to ask and I do not know whether it properly comes under the heading of the general well-being of the railway or not. I suppose it does. I suppose the president's attention has been drawn to the great competition which the two railways in Canada are going to have since the Great Northern put on that fast train from Seattle to Chicago?

Mr. VAUGHAN: Yes, sir.

Mr. REID: I am told, I do not know, but I am told you get into Toronto from Vancouver one day ahead of the Canadian National by going through the United States via Chicago.

Mr. VAUGHAN: It is not quite a day, but it is very close to it. We have studied it very carefully. In fact, it is not very long ago that I had a report from our vice-president of traffic and our general passenger traffic manager on the subject. I raised that question, as to what effect the new train would have on our trans-continental business. They have gone into the matter very carefully. It is believed because of the inconveniences travellers may meet who take that train, due to the necessity of making changes, that it will not affect our service very much. It will not take very many passengers away from us.

Mr. REID: Before I left the coast during the Easter holiday, I discovered four men who had travelled across the continent on that train. Ninety-two miles an hour is the average speed. They stated it was luxurious travel. They believed if this were known in Canada by those who want to go to Toronto, Ottawa or Montreal, it would certainly take away the traffic from the Canadian National.

Mr. VAUGHAN: It may affect us. Some people have to change, as you know, at Chicago. They might have to change again at Toronto to go to Montreal or Ottawa, and there might be a few people who would be willing to make that change who wanted to stop off at Chicago for some reason, but we do not think there will be a great many. There will be some, there is no doubt of that.

Mr. REID: How many hours could you cut off your schedule if you were not held down by the Board of Transport Commissioners?

Mr. VAUGHAN: That would depend entirely on the number of stops we were permitted to eliminate. Our traffic, of course, is not as dense in Canada as it is in the United States. Between the large centres such as Seattle and Chicago, there are large cities intervening, but we could undoubtedly make better time if we did not make all the local stops which we do make. This would mean putting on a special train and there might not be sufficient business to warrant it.

Mr. REID: Are you held down by the Board of Transport Commissioners in regard to the speed you may travel? By the way, I have travelled 56 times across Canada between New Westminster and Ottawa so I have some idea of what the travelling is like. I have left here six hours behind time and been in on the dot at New Westminster. I have enquired as to why it takes 86 hours and I have been informed that, due to regulations of the Board of Transport Commissioners, the Canadian National Railways are not allowed to speed up and do it in less time, as they could.

Mr. VAUGHAN: I do not think it is fair to the Board of Transport Commissioners to say that, Mr. Reid. I think if there is any trouble along that line, it is with ourselves. It is because, as I say, of the departures and arrivals. You would not want to leave Ottawa any earlier than you do and you probably would not want to arrive in New Westminster any later than you do.