

Pool Trains

Montreal and Quebec, the Canadian National Railway operates, and will continue to operate, between Montreal and Levis, the Ocean Limited and Maritime Express, two trains in each direction daily, and has arranged to provide another train between Charny and the Palais station at Quebec connecting with the Maritime Express to and from Montreal.

Mr. Fullerton points out in this telegram that he has conferred with the Canadian Pacific, and that this statement which I have just read is a joint statement of the two companies.

May I add that I am advised that 80 per cent of all passenger traffic between Montreal and Quebec has always been carried by the Canadian Pacific railway, as it is an older line and passes through more of the settled communities on the north shore.

May I add as well that in the pooling of passenger trains, the economies and the profits, if any, are split equally between the two railway companies. In this regard it may be well to point out that according to an official statement, which I hold in my hand, the increase in gross revenue, for the first two months of this year, as compared with 1933, for the Canadian National and Canadian Pacific railways together, has been \$6,700,000, of which \$3,900,000 increase has gone to the Canadian National Railways, and \$2,800,000 to the Canadian Pacific Railway. I mention this in reply to suggestions, which are sometimes made, that in agreements between the two companies the Canadian National Railways is getting an unfair deal.

These figures of earnings show that apparently the management of the Canadian National Railways is looking after the interests of the Canadian National quite capably, and I have no doubt that the arrangements made between the Canadian National and Canadian Pacific railway officials are made on a fair and equitable basis to both companies.

In regard to the inquiry of the hon. member for Bow River (Mr. Garland), as to train service between Ottawa and Toronto, I have made inquiries and am informed that while some changes have been made in the time of departure and in the connections, there has been absolutely no change made in the service between the two cities except it is claimed to better it somewhat.

Mr. JACOBS: Did Judge Fullerton say how much would be saved if we all walked?

Mr. MANION: He does not want us to walk.

[Mr. Manion.]

Hon. ERNEST LAPOINTE (Quebec East): Of course, I am precluded by the rules of the house from making any comment upon what the Minister of Railways (Mr. Manion) has just stated on behalf of the management of the Canadian National Railways, but I should like to ask him how no unemployment will result from this pooling when three trains of the Canadian National Railways in each direction are eliminated from the service between Montreal and Quebec and use is being made instead of the Canadian Pacific trains. The employees seem to believe that the engines will not be repaired in the Quebec shops but that everything will go to the Montreal shops of the Canadian Pacific, and that as a result many men will be deprived of work.

Mr. MANION: The answer of the management to that, as I read it in the telegram, is that the increased traffic which is taking place, and which was shown by the figures I gave in my own remarks, will take up the unemployment which would naturally be caused by the pooling arrangement. There is no doubt that unemployment would be caused by that arrangement, but the traffic, particularly freight traffic, is increasing to such an extent that the men who are displaced from the passenger trains will take the place of certain men who were on freight trains. In other words, their claim is that the increased freight traffic will pick up the slack. I am giving that explanation as Mr. Fullerton gives it to me.

Mr. VINCENT DUPUIS (Laprairie-Naperville): I should like to ask the Minister of Railways (Mr. Manion) if he has any information to give in answer to the plea that was made by His Honour the Mayor of Montreal for cooperation in the matter of the train service between Ottawa and Montreal. The two trains are running pretty nearly at the same hour, the Canadian Pacific at 3.30 and the Canadian National at 4.20. If there was cooperation one train might be dispatched at 6.15.

Mr. MANION: I did look into the matter a few days ago when either my hon. friend or someone else asked me to do so, and I was informed that the two railways have no reason to doubt that the best times for the trains to run are at the present hours. After all, they are handling the trains, and I cannot instruct them to change the hours. They claim that the only people who wish to travel on trains at other hours are people who travel on passes.

Mr. DUPUIS: An exchange of services.