

Interim Supply

all the privileges of those who live in areas through which there is two-way traffic. Any tourists who come to the area pass through it only once going around the peninsula, and therefore it is very important to us that we have the fastest and most efficient services in mail and transportation. For that reason, I wish that the two departments would get together and work out a policy which would be advantageous to the whole region.

However, there is a missing link between the two departments which, if used to co-ordinate their efforts, would bring greater service to the area. I thank the Postmaster General for sending me notice of the request for tenders with respect to the new mail service, and I would like to put the details on the *Hansard* record at this point. One is for service between Campbellton and Gaspé, with two services daily, trip 100 leaving Campbellton at 5 a.m., getting to New Carlisle at 8.30 a.m., into Chandler at 10.15 and on to Gaspé at 1 p.m.; with trip 102 leaving Campbellton at 9.35 a.m., Carlisle at 12.30 p.m., Chandler at 2 p.m. and arriving in Gaspé at 4.15 p.m.

The minister has also requested prices for service between Gaspé and Campbellton on trip 101 and trip 103, the first leaving Gaspé at 3 p.m., Chandler at 5 p.m., New Carlisle at 6.30 p.m. and arriving in Campbellton at 9.30 p.m., and the second leaving Gaspé at 8 p.m., Chandler at 9.45 p.m., New Carlisle at 12.30 a.m. and arriving Campbellton at 3 a.m.

Another service, trip 120, between Chandler and Gaspé, is to leave Chandler at 2.30 p.m., arriving Gaspé at 5.30 p.m., and trip 121 leaving Gaspé at 8 a.m. and arriving Chandler 11 a.m. Then there is another service, trip 140, leaving New Carlisle at 12.30 p.m., arriving Chandler 2.15 p.m., and trip 141 leaving Chandler at 3.45 p.m., arriving New Carlisle 5.45 p.m.

This will definitely improve the mail service in the area, but there is the question of transportation via the C.N.R. This new service will deprive the C.N.R. of revenue, and the C.N.R. always makes the case that on branch lines it does not have sufficient revenue. But the present system of using C.N.R. transportation for the mails cannot, in itself, be improved.

• (5:10 p.m.)

If we can persuade the two ministers in question to get the Department of Transport into negotiation with the C.N.R., it is possible

the railway still could carry this mail and give the same service which now is proposed by the Postmaster General. In order to do this, we would have to change our whole concept with regard to the present situation. It is possible that the dayliner or the train commonly known as the "regular" would have to be eliminated. If this were done, we might have to change the service location from Campbellton to Mont Joli. I am sure that if the C.N.R. wishes to study this proposal and show less concern for a dozen or fifteen employees at Campbellton and more concern for the 200,000 people who live in the area served by this branch line from Matapédia, we might be able to have the same mail service and give the C.N.R. the additional revenue they need in order to operate. Over the last few years the service has improved considerably, but it is not up to date. In order to prove my point I should like to read a letter which was written to *Le Soleil* under the initials "M.L.", on February 5, 1966:

[Translation]

Some time ago your newspaper published, under Letters to the Editor, a few articles concerning road maintenance in the Gaspé peninsula.

Further to those articles, here is an account of a trip from Montreal to Gaspé taken on January 28, 1966. We left Montreal on the "Chaleur" at 8.30 p.m. We were comfortable and had a good night's sleep. Got up for breakfast at seven o'clock—

An hon. Member: Too early.

Mr. Keays: You have to get up in the morning; you must be rested to do so.

I will now continue.

—thinking we were arriving in Matapédia, Alas! We were only in Rimouski, late because of a snow storm. After a colonial breakfast, "fruit juice, toasts and coffee"—

I should now like to say that there are no more toasts, they're all cold buns.

—we arrived at Matapédia around 9.00 a.m. We then got off the "Chaleur" to take the "old mail train" because, due to the storm, the "Rainer" could not wait to pick up passengers from the "Chaleur". However, the weather was nice and mild in Matapédia. We reached New Carlisle at four o'clock. We had spent four hours on the train, without a bite to eat, not even cold water to drink only warm water.

We had been told that once in New Carlisle, a few lean sandwiches and coffee would be available. All we could get were a few cup-cakes, some chocolate bars and soft drinks. For people who had not eaten anything since morning, it was not too "invigorating". Kept our slow pace, reaching Gaspé at 9.20 p.m., very tired and, of course, famished.