

Business of the House

ness of the undertaking, the necessity to enable all regions, however remote, to contribute to the growth of the country is forgotten.

How are we to find, between those two positions, the middle of the road solution that will, on the one hand, enable the railways to meet their obligations and make a profit and, on the other hand, prevent the under-privileged regions from feeling neglected because of their remoteness?

I am of the opinion that there is not only one solution in that respect. Freight rates represent one solution. But remote regions must not be deprived of the preferential rates they now enjoy. We must also take into consideration the whole situation and, if necessary, contribute to the operation of other means of transportation in order to help them play their part both at the economic level and in the field of area development.

It is the intention of this government to introduce many supplementary measures which will promote, in the normal way, the development of the less fortunate areas of our country, such as setting up of a department of industry, agricultural rehabilitation and development programs, changes in the Department of Agriculture, in order that more attention can be paid to some areas and some particular problems.

All those supplementary measures will help solve this transportation problem.

However, the region is faced also, in that field, with particular problems which were submitted to the royal commission on transportation by the province of Quebec. And at page 123, I read this:

That region has particular economic features and the C.N.R. can improve its revenue and at the same time help the region if it will only adopt the following recommendations.

First, set up a regional district in the lower St. Lawrence and the Gaspé peninsula which could be known as the lower St. Lawrence-Gaspé peninsula region or the Appalachian region.

Second, assign to that office French speaking personnel, use bilingual documents and give instructions in both languages.

Third, establish a piggy-back system.

One knows that such a system has been set up since. One also finds in that brief complaints to the effect that some truckers could not take advantage of this service of the C.N.R., which considered them as foreigners. Finally, the brief mentions that independent truckers are also citizens and consequently must receive from the C.N.R. the same attention as other people.

Mr. Speaker, in the fixing of railway rates, it cannot be overemphasized that it is necessary to help remote and underdeveloped areas.

We know that economic forces, left to themselves, tend towards a great centralization. Industrialists are inclined to settle in large cities, because they find there a market which attracts businessmen, and the people follow. Then we see the young people in rural and remote areas leave for the cities; we had to train them and pay for their education, but once they are in a position to help our expansion, they go to the cities because we cannot provide them with jobs.

I feel that is pure waste since, in many cases, those young people add nothing to the municipalities where they settle down. On the other hand, this bleeding of our communities contributes to the slowdown of the economy at a time when we need all our strength and our intellectual resources to stabilize our economy.

In my opinion, this should be kept in mind when the rates are established because, in any circumstance, the government has to make good the frequent deficits of the railways. In addition, since the government has to make large expenditures to assist in various ways—very often without any result—the less developed areas, grants should be made to boost the economy and to stop this exodus of young people, by stabilizing the economy of the whole country.

In closing, Mr. Speaker—

(Text):

The Acting Speaker (Mr. Batten): Order; I apologize for interrupting the hon. member, but it being six o'clock I must advise the house that the hour for the consideration of private members' business has expired.

BUSINESS OF THE HOUSE

Hon. J. W. Pickersgill (Secretary of State): Mr. Speaker, I wonder if it might be possible to get an order of the house now to permit us to sit after ten o'clock tomorrow evening, if it should be necessary, for long enough to enable the financial critic of the opposition to make his spontaneous response to the budget? My hon. friend, the Minister of Finance has indicated that he reads very slowly and he might be cramping the style of the hon. gentleman opposite if we insisted on adjourning precisely at ten.