

Transportation

one the other part which needs developing but which because of fiscal policy, transportation policies and other policies is not managing to achieve that measure of development, socially, economically and politically, that it should.

It do not think that you can have a strong country unless you have normal and proper growth in all regions. I think that our real problems of transportation will not disappear until this becomes the case, until you find secondary and tertiary industry coming into western Canada, coming into northern Ontario, coming into Quebec and coming into the Atlantic provinces. When this happens, then and only then will many of the problems which the government is trying to solve in this legislation really disappear. Any legislation which does not achieve or work to that desirable result is not good legislation.

We have heard a lot of talk about masters. I think that there was in one of the provinces at one time a "maître chez-nous". I believe it was Abraham Lincoln who said: "As I would not be a slave, so would I not be a master". I think it is in that way and with that attitude only that the government and this parliament can make a national approach which will result in the development of all parts of the country in a normal manner. I think that anything short of that is insufficient.

• (6:50 p.m.)

[*Translation*]

Mr. J.-A. Mongrain (Trois-Rivières): Mr. Speaker, at the outset of my remarks I should like to express all my admiration for the logical and the sound manner in which the previous speaker discussed the problems facing parliament. And it is an example that we, newcomers, will try to follow because he would naturally be inclined, and quite justifiably, to sharply criticize the government; but instead, as a serious-minded and very objective lawyer, he puts forward constructive arguments and, as an independent, I am glad to congratulate him personally. I must add that I am learning a great deal by listening to his contributions in this house.

Mr. Speaker, the bill under study is entitled:

An Act to define and implement a national transportation policy for Canada, to amend the Railway Act and other Acts in consequence thereof and to enact other consequential provisions.

I shall not make a complete review of the bill, first because it has already been done by more experienced colleagues and also, because I am one of those who find pieces of

legislation totally tasteless and confusing and who sometimes wonder whether the drafters take pleasure in making them so, in order precisely that the laymen will not be tempted to scrutinize them too closely and to leave it to the lawyers to fiddle with them.

Besides, Mr. Speaker, pieces of legislation are so questionable. As a matter of fact, I must have listened to 10, 12 or 15 learned lawyers here who expressed different opinions in many cases, and I know that these learned lawyers and all their colleagues, in the coming centuries, will keep on arguing on the meaning of such and such a word or insist that part of a sentence means just the opposite of what laymen think.

Therefore, I shall not venture that far. I shall only make a few general remarks reflecting the opinion of what I consider as a layman who sees those pieces of legislation take form, who sometimes wonders with some concern whether the statutes he can hardly understand and which are so insipid actually promote the commonwealth, the common good of the people who are perhaps not as well protected.

I shall first remind the government that I voted for the bill introduced in this house to end the strike. I even urged my colleagues to do likewise without delay, because of the emergency that I found disastrous for the country's economy and which resulted every day in an increasing number of lay-offs throughout the country. We therefore voted for the bill, but I did so on one condition which I shall now state. I believed in the government's undertaking to take the required measures in order to settle the problems of railway workers and also to prevent the recurrence of such crises. I remember that on that occasion, we were told the bill would precisely remove, directly or indirectly, a great number of the causes for disagreement and misunderstanding which give rise to strikes as unfortunate as the one experienced recently. I reminded the government that we fully expect that all these things will be done. I am speaking in a constructive, rather than a destructive way.

In my area, Mr. Speaker, in the constituency of Trois-Rivières and in the whole area of Trois-Rivières which is called the heart of Quebec, the railway workers returned to work on the very night the legislation was passed. The appeal I made over the radio not only in my constituency but in the whole area, asking the railway workers to set an