

*Railway Act*

terrible shape in Calgary. It is time this company were brought before a standing committee to answer questions.

I sincerely believe the C.P.R. is trying to get out of the passenger service. When they wanted to cancel the "Dominion", they were brought before a standing committee. Did anything happen then? Of course it did not. Some employees of the C.P.R.—and I cannot reveal their names—told me that the service on those trains was so bad because the company wished to discourage passengers. Neither the union nor the employees were consulted; they did not know what would happen to them when this service would be discontinued. The company ran roughshod over the employees and the brotherhood of railwaymen in the city of Calgary, and they have done the same thing in the rest of the nation. It is time they were brought before a standing committee.

I now wish to deal with a third point regarding the national park policy, which is one of the worst policies that has ever been implemented by any government. The Minister of Indian Affairs and Northern Development (Mr. Laing) has behaved in the most autocratic manner. Why has he discouraged the construction of buildings to serve tourists? There are 1,700,000 tourists coming to the Banff national park. The only people who have a monopoly in that park today, and who can build anything, are the ones who seem to have an "in" with the department of northern affairs and the C.P.R. They can build hotels, motels and restaurants. Canada Power can go in and develop a great skiing enterprise. But let the average man who has served the tourists in the parks for 30 years try it, and he is not permitted to do so.

The people who owned freehold land in the parks had their land expropriated. Has the same happened to the C.P.R.? Why is there one law for the C.P.R. and another law for the citizens of Canada and the national parks of Canada? What connection has the C.P.R. with this government or with the Department of Indian Affairs and Northern Development? I would like the C.P.R. officials brought before a standing committee and asked those questions. The hon. member for Vancouver Quadra (Mr. Deachman) said we would be sneaking into their financial reports if we did so. It is true that you cannot find here the financial reports of the C.P.R., but you can go down to the New York Stock Exchange and get one. The Americans can get them, but not

[Mr. Woolliams.]

the Canadians. You can get a C.P.R. report from the New York Stock Exchange if you are a shareholder. Maybe the C.P.R. managers do not know themselves what is going on, but they would soon find the information if they were interrogated by a standing committee of this house. They should be interrogated first on their passenger service, second on their freight service, and third on the automation of facilities for unloading grain in the ports.

This last mentioned is a point with which I should like to deal for a moment. Recently I read an article stating that the Americans can unload more grain in 15 minutes than the Canadians can in 24 hours. That is why we have tie-ups and the grain is still on the farms. I therefore say that the C.P.R. should be questioned on their passenger service, on freight, on the monopoly in the national parks and on the "in" they have with the Department of Indian Affairs and Northern Development in this government. The C.P.R. has now a new system. They are transferring their assets to the Marathon Realty Company, —I think that is the name of the company. Why is that being done? The petroleum wealth of western Canada was given to them because we knew, when they built the trans-Canada railway, that for a time it would not pay. So, this company was given so many sections of land in western Canada along with the oil rights. These oil rights were developed, like the rest of the enterprise in western Canada. Today they are being removed from the railway company to another company. These assets are being stripped from the railway company and placed in the hands of a holding company. When the trans-Canada trans-continental line is run ragged both in freight and passenger services, when the railway company can no longer say it is making \$16,634,324 as it did in 1966, according to its financial report, the company will then say to the government: Take it over; we have our wealth stacked away. This is the wealth the Canadian government and the Canadian people gave them for the right to build this monopoly, and it will be in another company.

● (5:40 p.m.)

This is not good enough. This is not carrying out the terms and conditions of the charter for the railway which was given by the government—by a Conservative government—at the time it was built. In my opinion, this company should be brought before a standing committee of the House of Commons. This