

Supply—Transport

yet we have seen evidence in the last few weeks of what seems to be a deliberate slow movement of grain to the west coast—grain that has been designated to India through commercial sales or aid contributions.

Mr. Chairman, certainly these things are tragic and I would suggest to the Minister of Transport that the government has a responsibility to see that this situation does not continue. After all, the C.P.R. is a public carrier, and as a public carrier has a responsibility for carrying traffic express and freight in this country. It has this responsibility because of the contract it originally entered into with the government and the Canadian people. In addition to freight rate subsidies this company has received through the years a tremendous amount of cash, land and natural resources given to it at the time of its incorporation.

I have before me the act respecting the Canadian Pacific Railway which brought that company into existence on February 15, 1881, just 85 years ago tomorrow. In relation to the western division of this company, section 11 of the schedule provides that from Winnipeg to Jasper House—

—the grant of land hereby agreed to be made to the company, shall be so made in alternate sections of 640 acres each, extending back 24 miles deep, on each side of the railway, from Winnipeg to Jasper House, in so far as such lands shall be vested in the government,—the company receiving the sections bearing uneven numbers.

This land amounted to 25 million acres in most cases mineral rights went along with it.

This schedule then continues to elaborate as to how this land shall be part of the subsidy to be given to the C.P.R. in return for the benefits accruing to the country as a result of the completion of the railroad.

Schedule 9 of the act states:

In consideration of the premises, the government agree to grant to the company a subsidy in money of \$25 million, and in land of 25 million acres—

In addition to that, Mr. Chairman, all the mineral rights have gone to the company down through the years. In my own province an important coal deposit is involved. Fifty per cent of all the coal lying south of the North Saskatchewan river belongs to the company. In addition to that there are important timber rights owned by the company. All these subsidies were given to the C.P.R. in return for building this railroad and for the provision of the services it was expected to render. It is on this basis that the C.P.R. has

an obligation to the people of Canada and the country to maintain the essential services.

It is not good enough for the government to say that the C.P.R. is a private corporation about which it can do nothing, because the government has a responsibility to the Canadian people to see that the essential services are performed and delivered. All the services which are the responsibility of a public carrier must be fulfilled.

As I mentioned earlier, one of the most significant and evident effects of the C.P.R.'s policy is the demoralizing effect they have had on the employees of the company. Men and women have given years of service expecting to have a worth-while pass available during their retirement years, only to find that they have no pass at all because the trains on which the passes could be used are no longer operating.

The attitude of the C.P.R. in respect of pensions and the integration of those pensions with the Canada Pension Plan scheme represent another failure on the part of this company to fulfil its obligations. I have a letter dated January 18, 1966, which came to my hand just last week, written by a C.P.R. employee in my riding. He states:

Since the introduction of the Canada Pension Plan the company's attitude has been anything but fair or democratic. They have drawn up a new schedule which downgrades the employees benefits from the Canadian Pacific Plan.

Any attempt that has been made by the unions or by the association of federated trades has met with blank silence as far as the company is concerned.

This man then states:

We think that the Canadian Pacific's attitude can only worsen the already strained labour relationship between it and its employees. Other firms, by mutual agreement have integrated their plans along with the Canada Pension Plan to mutual satisfaction. Why is it not possible for us to do likewise?

As you can see, the company persists in using the Old Age Security pension to substantiate its stand.

We claim the old age security is a condition of Canadian citizenship paid out of income tax by the individual and has no bearing on the Canadian Pacific plan.

• (7:40 p.m.)

Mr. Pickersgill: Mr. Chairman, I am raising a point of order but not in any contentious spirit. I do not know whether the hon. member for Red Deer was in the chamber when I raised the same point with respect to some remarks made by the hon. member for Winnipeg North. It does seem to me that,