

*Canadian National Railways*

was \$15,000, in 1969, it was \$18,000 and from January 1st to June 30, 1970, it was \$21,600. That surely warrants a more elaborate study of the situation in order to meet the needs of Saint-Damien and of the neighbouring municipalities.

There is in fact, in Saint-Damien, a very important and growing plastic products industry which is developing at a tremendous rate and which requires improved public services if we want them to be able to meet more adequately the needs and the expansion of this industry and of other industries which could locate there. Therefore, I would like these recommendations to be considered before decisions are made which might be detrimental to the industrial development of this region, because we are far from having reached the degree of development of large centres. We want the industrial development to be even quicker in order to find a substitute for agricultural production which is deteriorating at a fast pace because the policy of the government does not match the needs of these small farms in the area.

Mr. Speaker, I would also ask that the necessary repairs be made to the Saint-Malachie station which has operated for years and which is left to deteriorate. This makes a poor impression on passers-by. That station has a certain importance since the Transport Commission found, only a year and a half ago, that it was worthwhile to keep it operative. Such improvements would help the station make a better impression on passers-by, especially on American tourists. I wish to draw the attention of the Minister of Transport to the passenger train service between Quebec City and Ottawa.

From Quebec City to Ottawa, the morning service is adequate and satisfactory. However, from Ottawa to Quebec City, service is not as good ever since a certain number of trains between Montreal and Ottawa have been removed. Hence, let me tell you that I have received numerous complaints in this respect. Petitions were drawn, and handed to me for submission to the authorities concerned. Unfortunately, things have not yet changed for the better.

If actually we have to justify this request for appropriations, my thinking is that we should by the very same token insist on having improved services and thus be in a position to tell the people that Parliament has voted millions of dollars for improving the service, for bringing facilities up-to-date and for promoting the overall development of our country.

● (3:20 p.m.)

[English]

**Mr. E. B. Osler (Winnipeg South Centre):** Mr. Speaker, I shall keep my remarks brief because I know other members wish to speak in this debate. I wish to register my feelings about the CNR and Air Canada generally and, specifically, about the conduct of the CNR and their relationship with its older pensioners. This matter was alluded to this afternoon when the amendment was introduced.

First, may I on behalf of my colleague say that in many circumstances, when someone says that something

[Mr. Lambert (Bellechasse).]

is impossible to understand, that remark may be taken as a great compliment. I think that a full-blooded member coming from a full-bodied and exciting piece of country such as the province of Newfoundland ought to take it as a compliment when someone intimates that he cannot understand something, in much the same way as when we say of a woman, "My God, you are impossible to understand"—we mean that she is mysterious, intriguing and desirable. I am sure that is what the hon. member from the other intriguing island on the other side of the continent meant when he was discussing Newfoundland. However, we will leave it at that for the moment.

**Mr. Lundrigan:** On a point of order, Mr. Speaker, I accept, through you, the apology that the hon. member has given on behalf of his colleague. I am afraid, Mr. Speaker—

**Mr. Anderson:** I rise on a point of personal privilege, Mr. Speaker.

**Mr. Deputy Speaker:** Is the hon. member rising on a question of privilege?

**Mr. Anderson:** Yes, Mr. Speaker. It is with great regret that I interrupt my hon. friend from Newfoundland. I did not dream anything derogatory about the province of Newfoundland, and if the hon. member were to examine his own remarks I think he would find that I more or less quoted them back to him. I was attempting to point out that perhaps there is one subject about which Newfoundlanders know more than those coming from the west coast of Canada. I think that if the hon. member examines *Hansard* he will realize that his criticism was a trifle unwarranted.

**Mr. Lundrigan:** Mr. Speaker—

**Mr. Deputy Speaker:** Order, please. Would the hon. member please resume his seat. It seems to me that the hon. member for Gander-Twillingate (Mr. Lundrigan) and the hon. member for Esquimalt-Sannich (Mr. Anderson) have made their speeches. This has been an interesting interchange, but I think the House might benefit from hearing the hon. member for Winnipeg South Centre (Mr. Osler).

**Mr. Osler:** Mr. Speaker, I should like to share your confidence and I hope the House will benefit from hearing the member for Winnipeg South Centre. Winnipeg is a place to which much freight is carried, where much freight is stored and from which much freight is moved. I am glad to learn that we have not forgotten that freight moves to Winnipeg from various directions. To a large extent rail is the industry that brings us our living, and that is how our association with the CNR becomes relevant. We have large yards in our city and a great many people are employed in those yards. Many are employed in looking after rolling-stock.

● (3:30 p.m.)

I am not one who believes in any way that a parliamentarian has even the right to suggest that a politi-