

*The Address—Mr. Bradette*

of Hearst they have developed those natural resources, with the result that you have there some of the best paying traffic on the whole of the Canadian National railway system.

**Mr. Deputy Speaker:** The hon. member's time has expired.

**Some hon. Members:** Go on.

**Mr. Bradette:** I greatly appreciate the indulgence of the members of the house and thank them for it. I have no right to it, because hon. members have been too kind to me in the past. I will terminate now. I may have occasion to say something else about certain problems which are very important, not only to our section of the country but also to other sections, because we are not parochial in our viewpoint. We happen to be located in what we call central Canada. We are absolutely national as far as our problems are concerned. It may surprise some of the members listening to me at the present time to know that we are familiar with the names of the mayors of the cities of Winnipeg, Regina, Saskatoon and Vancouver. We also know the names of the mayors of the cities of Halifax, Saint John and Montreal. Therefore we are truly national as far as our location is concerned, and I also believe we are truly national in our viewpoint.

That is why I appreciate the kindness extended to me. We have no real grievances, but I am going to mention freight rates very briefly. If there is a zone that has suffered it has been my zone. I have no right to say "my"; I am not big enough. I should say "our zone". We always had discrepancies, but we accepted them for the benefit of the whole. We must be practical. If the Canadian National Railways has great deficits, we must remember that this nation owes something to that national railway system, and also the Canadian Pacific railway system. During the war their accomplishments were such that no other nation in the world was able to match them. They did something that was a revelation to the whole world, and helped our war effort greatly. Nevertheless, I maintain that we are not getting the full benefit of our fine national system at the present time. I am not going to enlarge any more on that point. All I want to do before resuming my seat is to express the hope that in dealing with freight rates we will all take a national viewpoint. Can we expect our railway systems to carry on with deficits year after year? We must be practical. Speaking as a northern Ontario man, I am in favour of certain concessions as far as British Columbia is concerned, as far as the Crow's Nest pass rates are concerned, and as far as the maritime provinces are concerned. I am sure I am speaking for the people of central Canada when I say

that I believe they are willing to make adjustments and certain sacrifices as far as freight rates are concerned. I believe they should do so for the whole of Canada, because again I repeat, the whole is better than any part, and a problem of that magnitude must be faced and in a national way.

Before I forget, I want to say that I am not a Canadian National railway man, and I am not a Canadian Pacific railway man. However, I do not believe in the plank incorporated in the C.C.F. platform at their last convention involving the amalgamation of the C.P.R. and the C.N.R. It is true that I believe implicitly in the Canadian National railway system, but at the same time I maintain it would not be fair to the Canadian people if the two systems were amalgamated. You have only to mention that to Canadian Pacific men and Canadian National men to see that they highly resent that plank in the platform of the C.C.F. party. The railway systems in Canada not only have the commercial viewpoint in mind; they have to give service to certain localities. There is a humanitarianism in that regard on the part of the Canadian National Railways and the Canadian Pacific Railway. I say that with feeling. A few years ago the then premier of the province of Ontario, Mr. Hepburn, allowed the construction of the Temiskaming and Northern Ontario railway, as it was then called, from Cochrane to Moose Factory. At the time many people were very much in favour of that, but when they found there was very little revenue for the extension of the railway they wanted to dismantle it and take the rails away. I went to Toronto and told the premier of Ontario that he could not do it because, when they built that ribbon of steel from Cochrane to Moose Factory and Moosonee, they had permitted the settlement of certain small localities along the railway; and I said that if the people of Ontario knew the situation they would not permit the demolition of the Temiskaming and Northern Ontario railway. To the credit of the Ontario administration it was not done.

The railways in a country like Canada have more than freight and passenger services to give. They have to provide service in a great, expansive territory at times under very difficult conditions, a service to which every Canadian man and woman is entitled. That is why, as a Canadian, as an Ontarian, and as a member of this parliament, I want to take this opportunity to say that I am absolutely against the amalgamation of the Canadian Pacific Railway and the Canadian National Railways on the ground of humanitarianism and also on the ground that better service may be given to the Canadian people if both railways maintain their identity.