

*Freight Rates Reduction Act*

sion for almost a year. In fact, it is a year this month since volume 2 of the commission's report was made public, according to the date on the cover. Surely, if the government is capable of rushing to embrace the report of the Glassco royal commission within seconds of its being printed, as it did the other day, then a year or a year and a half is ample time for it to decide what it intends to do with regard to the first two volumes containing the recommendations of the royal commission on transportation. It is time we began to express some doubts—and I express them—as to whether we can continue blindly to support this concept of pouring millions of dollars into the coffers of railway companies because the government cannot make up its mind.

It is true the payment of these sums has a beneficial effect on the employees of the C.N.R., on shippers, and so on; but to ask parliament blindly to authorize this procrastination on the part of the government is asking too much and I doubt whether I want to support a policy of this sort. I think other members of this committee should have the same attitude. Possibly, by expressing such doubt we can push the government into reaching some definite conclusions instead of continuing its present weak-kneed and spineless attitude toward this question—pushing it aside into some dusty drawer, hoping people will forget about it while we continue to pour this money down the drain.

Half of this money goes to the Canadian National Railways—and I am not sure of the exact figure but I think it is about half. I doubt very much whether the minister should come before this parliament and ask us to authorize a payment of a subsidy of this sort to a crown corporation when the actions and attitudes of that railway are such, in many instances, as to promote the interests of the C.P.R. This has happened in Alberta where the Canadian National Railways have made decisions which are beneficial to the C.P.R. The C.N.R. has pulled out of certain fields of activity solely to promote the interests of a private corporation, and we are being asked to endorse that sort of sellout to a private company by a corporation headed by Donald Gordon, a man who is supposed to be working in the public interest. I refer to a circular dated March 7, 1961, which is a reissue of a circular dated December 1, 1960. The file number is DT-914. This is a circular of the Northern Alberta Railways Company and it says:

All Agents:

We have been advised by Canadian National and Canadian Pacific Railways—

As follows—I am about to quote one instance.

[Mr. Howard.]

Cars of Canadian Pacific ownership must be loaded to competitive stations such as Vancouver, Lakehead, Calgary, etc. Specify C.P. cars on your daily yard report.

This is the decision of the Canadian National Railways, that when they are shipping over lines of the N.A.R., all freight being shipped to stations served competitively by C.N. and C.P. will be shipped in favour of Canadian Pacific, so that Canadian Pacific will get the cream of the shipping to competitive points. What sort of attitude is that for a crown corporation to take? When it comes to exclusive C.N.R. stations they have not got much choice. They spell that one out, however, in this way:

Cars of Canadian National ownership will be supplied for exclusive C.N.R. stations such as Prince Rupert and Transcona.

Then the circular deals with cars to be used for lumber, logs and plywood. Again, favouritism is shown to the Canadian Pacific by the C.N.R., by a crown-owned corporation headed by a belligerent and arrogant banker who should go back to banking. It states:

Canadian Pacific cars will be supplied for lumber loading unless otherwise specifically requested by the shipper.

Again, we see favouritism being shown to Canadian Pacific in shipments of lumber on long hauls which are more lucrative than short hauls, as far as plywood and similar materials are concerned. On the short hauls, Canadian National will haul this freight. On long hauls carrying pulpwood to the United States, Canadian Pacific cars are to be used, 52-foot gondolas to be supplied. This document is signed by W. G. Dunlevy, chief dispatcher, and copies are sent to a number of people.

These are not isolated instances. We are being asked to pay public funds into the hands of the C.N.R. at a time when it is selling us out, and I think that is a little too much to ask of this particular party.

While we are on the subject of the C.N.R. and the amount of money it is to receive under this bill, perhaps we could concern ourselves about the management of that railway and, specifically, about its president. Words have been expressed on previous occasions about improvement, expressed not entirely from within this chamber; but certainly it is reasonable that if this discontent exists there is some reason for it, and I have just cited one example.

This is not the time or the place to go into the attitude of the C.N.R. or Mr. Gordon's attitude with respect to passenger traffic and the like, although we could validly argue that point. However, I understand a petition is being circulated by French-speaking members of this house asking for the appointment