

more substantially reduced. The importance of this situation from a business standpoint is obvious.

The port of Chicoutimi is one of our national ports which is being managed by a federal organization.

Its facilities, if further improved, would be put to very good use if the ore, raw or refined, mined in the northern part of the province were shipped there and if goods from the exterior were sent and handled there.

Instead of being in the red as today, that harbour would likely become a paying national undertaking.

The manpower available in my riding, without par anywhere in Canada, would benefit from the project, one which would add stability to the prosperity of 100,000 good Canadians. That aspect of the problem is worth considering, and seasonal unemployment, which prevails every year in our cities, would disappear or at least be reduced if new industries springing from the economic development taking place at Chibougamau were established alongside existing ones.

The majority of the railways which were built across Canada, those in the west particularly, were built not because they were guaranteed a certain traffic by private enterprise, but because of the future development of existing material wealth. That principle should apply to the St. Felicien-Chibougamau line.

The people of my constituency have confidence in the new Minister of Transport (Mr. Marler) and they hope that he will recognize the justice of our claims.

*Le Progrès du Saguenay*, a daily newspaper of the queen city of the north, wholeheartedly devoted to the interests of the area and non-partisan politically, had this to say on September 29, 1954, following a rumour that the new Minister of Transport intended to visit us:

It would appear that the Hon. George C. Marler, new federal Minister of Transport, has expressed the wish to visit Chicoutimi and meet there with the members of the economic development council for the Saguenay in order to discuss the proposed construction of the Chibougamau-St. Felicien railway. This news was greeted with a great deal of satisfaction by every businessman in the district. The reputation of this statesman is well known; his honesty is beyond reproach. His record of public service is an inspiration for the younger generation and his rise to his recent high estate has been gradual and perfectly natural. He is a man of real ability and his reputation extends throughout Canada. There is no better proof of his merit than the esteem in which he is held by his political opponents. This explains why the people from the lake St. John and

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Saguenay area were happy to learn of his elevation to the post of Minister of Transport. We are now certain of obtaining justice.

I hope, Mr. Speaker, that these words of praise coming from a daily newspaper of my area will be amply deserved by the Minister of Transport.

(Text):

**Mr. W. M. Hamilton (Notre Dame de Grace):**

Mr. Speaker, we in Canada have hotels from coast to coast of which we can rightly be proud. Around the world some of these hotels are well known, such as the Royal York, the Chateau Laurier, the Chateau Frontenac, the King Edward, the Bessborough, the Macdonald, and others. Now apparently we are going to have added to this list another name, that of the Hilton Queen Elizabeth. This hotel is to be built and paid for with public funds and operated not by Canadians but by others. This government, which to say the least has not facilitated the use of the word "royal" by some of our top transportation units but does condone the same word on things like poolrooms, and shoeshine parlours, is now leasing out the name of our gracious young sovereign for the benefit of a commercial organization which is not Canadian, and such action does give me some pause.

I know the attitude of the government is that this hotel is going to retain its Canadian identity, that this is purely a management arrangement which will have no direct bearing in the eyes of the public, and that this will be a \$20 million project of which we as Canadians can well be proud. Actually it is evident, and I hope that evidence is going to be examined by this committee, that this will not be the case. We know from information already available to us that it is not the approach of the Hilton organization to keep their name in the background. They want the units associated with them to be presented to the world as Hilton units. This is understandable because it is at least a partial gratification to their president, a world-famous man who is admittedly a most capable operator in the field of hotel financing, but who is perhaps less widely known in the field of hotel operation. This is the man of whom *Fortune* of January 19, 1955, had this to say:

For nobody, but nobody, quite matches Connie Hilton's passion to be the world's biggest and best known hotel man.

That is all very well. I admire a man with those attributes, but I rather hesitate when I find the Canadian government and the people of Canada financing him in his projects. For