

east of Regina, through to Winnipeg. He also suggested that if a person ticketed, say, through to Indian Head were occupying certain accommodation at Vancouver, a message would be given to the sleeping car conductor indicating that space was available from Indian Head to Winnipeg. In that case, the conductor could sell the space as far as Winnipeg. There was confirmation of the fact that there were 31 passengers in sleepers at Moose Jaw, although the figure of 116 spaces being available was said to be questionable. It was also said that there was no lack of available space to accommodate passenger traffic.

However, when one examines the situation, certain discrepancies appear. The information I have certainly points to the fact that fares were reduced on January 1 for local and short haul traffic but that this reduction was not made known to conductors working the trains I have mentioned. Apparently ticket agents for Canadian Pacific Railways have not heard of the reductions. The explanation may lie in the fact that although the reductions came into effect in January, fares had previously been raised to accommodate Christmas traffic. That may explain part of the difficulty.

As for the matter of the sleeping car conductor selling space at Moose Jaw, it seems that the conductor was off duty at that point and could not have done what was suggested.

It has also come to my attention that cars 205 and 105 were removed from service on February 8 and February 13 respectively west of Winnipeg, and that all space was taken in the sleepers with the exception of space in the car which comes off at Regina. "The Canadian" now has two through sleepers, an observation car with three compartments, and a diner. May I refer to Order No. 4642 of the Railway Transport Commission. Section 3(2) says:

The notice and request required by subsection (1) of this section shall be accompanied by data showing the number of passengers carried on the train or trains during the two years immediately preceding the date of such notice—

Bearing in mind all these factors, I thought it most important to instigate inquiries into the situation and put the results of my inquiries on record. I am sure hon. members realize that sleeping car accommodation on today's trains is far from adequate to meet existing demands. Only tonight I heard that people were trying to book space on trains leaving for western Canada. No space was available and will not be available for some time. It seems impossible to obtain accommodation on trains when one needs it. I draw

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these matters to the government's attention and ask, when will the government assume its responsibility to the people of this nation by having Canadian Pacific provide adequate passenger train accommodation?

Mr. Stanley Haidasz (Parliamentary Secretary to Minister of Consumer and Corporate Affairs): Mr. Speaker, I have been informed by the office of the Minister of Transport (Mr. Hellyer) that the Railway Transport Committee of the Canadian Transport Commission is at present investigating complaints relating to difficulties experienced by potential passengers in obtaining reserved space on "The Canadian". The reduction in the size of this train and the type of service presently rendered by this train are also being investigated. Inspectors of the Railway Transport Committee are presently riding these trains as part of the current investigation.

HISTORIC SITES—ADMINISTRATION AND MAINTENANCE OF VIMY MONUMENT

[*Translation*]

Mr. Gérald Laniel (Beauharnois): Mr. Speaker, the question I directed last week to the Minister of Veterans Affairs (Mr. Dubé) may have seemed of little importance to some people. This is why I thought advisable to hark back to the subject tonight on the adjournment motion.

I understand the department is considering—or even has already taken the decision—to transfer the administration and maintenance of Vimy Park to the Commonwealth War Graves Commission. However, I strongly object to this decision, and this for several reasons.

Believe me, I hold no grudge against the Commission. On the contrary, I feel it takes admirable care of war cemeteries in Commonwealth countries around the world. Since I have had the opportunity to visit several of them in six countries of Europe, I am well able to testify to that.

However, Mr. Speaker, I make a difference between a war cemetery and a commemorative park of the size of Vimy Park, which lies behind a field where Canadians surpassed themselves in bravery, and where several of them sacrificed their lives for the defence of freedom and democracy. As a matter of fact, this park is part of the Canadian territory and remains a lasting remembrance on the European continent. It is made up of 250 acres in France, where stands the most