

Supply—Transport

(D) What steps were taken by the railway to overcome losses to traffic developing on a line.

(E) What studies were made of the area as to future possibilities for rail traffic.

In this case (reference page 5, Mr. Chapman) we now find that incoming chemicals will run about 3 to 1 for outbound shipments, for the treatment of Red Mountain Ore; thus showing Canadian Pacific did not do a study of future traffic for this area. If such a study were done and the results not given to the board, one would assume we did not have a true hearing.

(3) A letter be sent to the districts concerned, before a hearing, outlining terms of reference of the board and what type or types of evidence would be pertinent to the hearing.

I think that is very necessary.

(4) Warehousing being presently served by the railway, who absorbs the costs of moving or dismantling such warehousing? In the case of a business which must close, what compensations can be planned on?

We trust the above suggestions will meet with your boards approval; in regard to No. 4 we would be most interested in hearing your present plans.

I have quoted this letter, which is of some length, because this committee met and reviewed the experience gained from attending hearings before the Board of Transport Commissioners. They wondered what they could do in order to make suggestions which would assist other persons who had to attend hearings and present evidence on behalf of a community, an organization and so on.

I also want briefly to support all of the proposals advanced by various members on all sides of the house to promote labour peace in our transportation industry and to urge that the recommendations of the Freedman report receive very serious consideration by the government. I have read through the report and I think the recommendations are based on very solid ground. I am sure that the Commissioner had in mind the spirit behind the Bill of Rights when he drafted his report. What we urgently need in my opinion is a transportation policy in Canada which will meet the growing demands of the public for efficient and satisfactory service in all fields of transportation. There is no question that the government has not presented any transportation policy to this house to date.

Before concluding I must say I was very interested in the remarks of the Progressive Conservative member for Battle River-Camrose. He quoted Mr. Arnold Platt as follows, as found on page 1163 of *Hansard*:

"Arnold Platt, representing the Farmers Union of Alberta Co-operatives, told the western agricultural conference here January 21 that nationalization of the Canadian Pacific Railway will eventually take place because the C.P.R. hopes it will".

[Mr. Herridge.]

The hon. member went on to say:

I am 100 per cent convinced that that is the C.P.R.'s motive. I am a long way from being a socialist—

That is almost like Premier Bennett; he socializes public enterprise in the name of free enterprise.

—thank heavens, but if that is the game the C.P.R. intends to play in cutting down on service to the Canadian people, then the time has come for the government to take over not only the operations of the railroad but the operations of all its enterprises. If we are going to be given back the goose we also want the golden egg.

I was very interested in this shift in policy on the part of the Progressive Conservatives. Actually the hon. member is endorsing the remarks made later by the hon. member for Winnipeg North Centre urging that not only do we take over the C.P.R. but that we also take over all of the enterprises of the C.P.R. if they fail to recognize their responsibility to the Canadian people.

Mr. Knowles: We are all socialists now.

Mr. Herridge: Obviously we are all socialists of one sort or another.

As against that, Mr. Chairman, I wish to quote the remarks of the hon. member for Winnipeg North Centre. As reported at page 1204 of *Hansard* he said:

Instead of our just repeating these charges, instead of our just recounting this indictment against the C.P.R. over and over again, we should lay down a basic principle, and I think the basic principle which the government should accept and should use is this: It should say to the C.P.R. that either it must provide the railway services that the country needs, the services that it is under contract to provide, and charge any losses on those railway services against the profits of its other operations, or it should turn the whole of its operations over to the government of this country to be run as a public enterprise.

Mr. Knowles: Hear, hear.

Mr. Herridge: Then I notice that there were some cries of "hear, hear" from members in various seats in the house, including some members of the Progressive Conservative party. I was very pleased to see this and to realize what an influence this small group is having on the Progressive Conservative party which sits to our right.

Mr. Muir (Cape Breton North and Victoria): We were carried away.

Mr. Herridge: Doubtless due to the changing circumstances in Canada and their realization of the mood of the public at this time, some of those members are willing to socialize all the enterprises of the C.P.R. and to join hands with the New Democratic Party in