

*Proceedings on Adjournment Motion*

mistake about it, we are the ones who suffer for it.

Uncontrolled exploitation of the forests should no longer be permitted. I congratulate the government and the minister, Mr. Chairman, for the way they are choosing to follow. Perhaps someday we shall be able to put the management of our national parks in the hands of the minister of Fisheries and Forestry. I think that this is very desirable.

However, I would ask the minister—and this is my last request—to establish a public information campaign more extensive than any undertaken so far on the conservation of our renewable natural resources, such as trees and fish, with emphasis on those species most popular for sport fishing. Some work has been done in this direction, but I think much more could be done.

Mr. Chairman, I hope that the minister will give serious consideration to this suggestion.

[English]

**Mr. Harding:** Mr. Chairman, it is very close to ten. Do you wish me to continue?

**The Deputy Chairman:** Does the committee wish to call it ten o'clock?

**Some hon. Members:** Agreed.

**The Deputy Chairman:** It being ten o'clock it is my duty to rise, report progress and request leave to sit again at the next sitting of the house.

Progress reported.

## PROCEEDINGS ON ADJOURNMENT MOTION

A motion to adjourn the house under Standing Order 40 deemed to have been moved.

### CANADIAN PACIFIC RAILWAY—REQUEST FOR SURVEY OF TRAIN ACCOMMODATION

**Mr. John L. Skoberg (Moose Jaw):** Mr. Speaker, on February 12 I asked the Minister of Transport (Mr. Hellyer) whether he would initiate an investigation into whether or not there was adequate space for the travelling public aboard the Canadian Pacific Railway train "The Canadian".

In 1919 it was said in this house that if there was one thing that had bedevilled the public life of this country it had been the influence of railway corporations. Again, in 1936, it was said that the railways in Canada

[Mr. Corbin.]

were far from being merely an economic problem; that they were born of, nourished in, are, and will continue to be, part of Canadian politics. I appreciate those two comments very much.

On January 21 I posed a question to the Canadian Transport Commission, drawing to their attention that Canadian Pacific had taken off a daycoach from its coast to coast run from Vancouver to Montreal. At that time I asked the commission whether they would initiate an investigation to determine why a number of people were left standing on the platform as a result of this daycoach being removed. It was suggested that there were not the number of people left standing on the platform that I had indicated, and that really there was no need for alarm.

Another question that I addressed to the president of the Canadian Transport Commission at a meeting of the Transport Committee, was whether or not the railway company could deliberately reduce the quality of passenger service with the ultimate objective of eliminating that particular train. To this date I have received no reply.

In 1966 Canadian Pacific ran a train called "The Dominion". Similar statements were made at that time as are being made today in connection with their train "The Canadian". At that time it was said that if "The Dominion" were taken off an additional 20 cars would be required on "The Canadian". Today, we have less than 10 cars on "The Canadian", and cars are being taken off day in and day out.

• (10:00 p.m.)

Another question may be raised with regard to a telegram sent to the agent in Calgary under date of February 2, I believe. It was to the effect that train No. 2 at Moose Jaw had 31 passengers in sleepers, although there was accommodation for 116. In this connection also, Mr. Speaker, may I point out that Montreal sleeper No. 205 was removed from service on February 8, although there was a great demand for sleeping accommodation.

An acknowledgement of these matters was received from the company's passenger representative through the C.T.C. He suggested that the telegram ought to have been sent to the sleeping car conductor of Train No. 2 at Medicine Hat. He also suggested that the space referred to in the body of the telegram referred only to accommodation being released by passengers detraining at stations