

*Proceedings on Adjournment Motion*

Mr. Speaker asked that this question be put on the order paper.

Without criticizing the Speaker's decision, I must point out that if any question ever was urgent, this one is. Indeed, the C.P.R. intends to put its new service into effect within a fortnight.

If topics such as these do not seem as dramatic as international matters, the fact remains that we, members of parliament, were elected in a given riding, by certain electors and that we are the only political voice in parliament when such problems are raised which are of deep concern to the people.

There is no need of a one hour discussion to make the house aware of the facts.

In the case of the Ottawa-Montreal line, the C.P.R. had two round trips on the Quebec shore.

Hundreds of workers used to take those trains to their work and back. Hundreds of students used that transportation to travel either to the capital city or to the metropolis. Hundreds of businessmen and travellers also used those facilities.

I might add that the area which is most affected, the one extending from Buckingham to Lachute, is an area where, because of the magnificent lakes and forests, the tourist industry is highly developed.

But it so happens that the C.P.R. has just cut the number of its trains by half. Why? For reasons of economy, of course, despite all the evidence to the contrary.

The situation is even worse in Mont Laurier where the C.P.R. has cut down its trains from Montreal to three a week.

Mont Laurier, Mr. Chairman, is a tourist's paradise.

What kind of a policy is this which allows a private company, enjoying privileges almost equal to those of a crown corporation, to operate a system as long as it is a good paying proposition and to discontinue its services the moment it cannot make enough profits?

After all, the C.P.R. operates a public service, and the board of transport commissioners must immediately try to prevent a hopeless situation.

As I pointed out last Friday, half of my constituency is a designated area.

It is useless to speak about an economic recovery when the government knowingly allows the economy to deteriorate.

I have received letters, telegrams, telephone calls and resolutions from municipal councils. I know that my colleagues from Terrebonne (Mr. Cadieux) and from Argenteuil-Deux-Montagnes (Mr. Drouin) have also received

[Mr. Girouard.]

some. I know that the Minister of Transport is aware of those things. Then, what is the government waiting for to act quickly before it is too late?

I am calling for immediate action on behalf of my constituents and those of neighbouring ridings.

[Text]

**Hon. G. J. McIlraith (Acting Minister of Transport):** Mr. Speaker, the Canadian Pacific Railway Company notified the board of transport commissioners on September 21, 1964, of their intention to discontinue certain passenger train services effective October 25, 1964. Notices to this effect were posted in all railway stations served by the trains affected. The changes involve a reduction in the existing service between Ottawa and Montreal via the north shore and between Montreal and Mont Laurier. The changes do not involve the complete abandonment of passenger train service on either of the runs and consequently the railway company is under no obligation to secure the approval of the board of transport commissioners before making adjustments.

Because of the volume and substance of objections filed with the board with respect to the Ottawa-Montreal service, the railway company was directed by the board on October 9 to continue the existing service, pending a hearing to determine whether the operation of such trains should be continued or be allowed to be discontinued.

Up to the present time only one complaint has reached the board with respect to the Montreal-Mont Laurier service. The C.P.R. is being requested to file a submission by way of answer to this complaint and in the meantime no action has been taken to interfere with the proposed reduction of passenger train service on this latter run.

I might add that the representations made by the hon. member who has just spoken have also been drawn to the board's attention. Following investigation of complaints arising from the changes, the board has authority to ask the railway company concerned to continue the service or, if the service has been discontinued, to restore the service if such action is considered necessary in the public interest.

NATURAL RESOURCES—MAGAZINE ARTICLE  
ALLEGING PLUNDERING BY U.S.  
SPORTSMEN

**Mr. H. W. Herridge (Kootenay West):** Mr. Speaker, on Friday last I asked the Minister