

*Supply—Transport*

the "Dominion". The supplementary judgment that was handed down quite recently is an interesting document. The surprising thing about it is the way it allows argument concerning sins of omission, and then one finds that the sins of omission are the basis for the justification for the removal of the train. This seems to me to be an inverse use of argument and of the English language.

It is the sort of thing where the Board of Transport Commissioners becomes a very permissive parent, who would speak to its child in the sense of saying: All right, you have got your face so dirty you don't have to wash it any more. This is the attitude we find in dealing with the C.P.R. and their application to remove the service: It "has run down so badly that, all right, you don't have to do anything more about it."

Figures are presented to show losses. These are supposed to be very frightening figures, but I do not think they are. For one thing, we know the profits on the other operations of the C.P.R. are not set down beside them, so that we do not have the two sets of figures at the same time. I do not think the figures showing the losses are so staggering that the situation warrants the complete removal of the "Dominion". There are many small school districts with resources far less than those of the C.P.R. and who, every few years, raise sums of money equivalent to these that are supposed to terrify us.

It is time we began to realize that the arguments presented in justification for the removal of the "Dominion" are not particularly sound, and that the real question does not lie in this sort of inverted argument. To me these arguments are rather Alice-in-Wonderland-like. It is time we started to apply the answer of one of the other characters in that work, who said, "The words do not really matter at all. The important question is, who is going to be master here?" The same process of reasoning would apply in this situation.

● (7:30 p.m.)

The question of the low morale of train crews has become one of import, and though some of these matters reach over into other people's departments I think they do have a bearing on transport. I am not a railwayman, nor do I pretend to be one, but I have travelled on trains in Nasser's Egypt, and on trains in India, third class, in recent years. I have travelled on trains behind the Iron

Curtain where the guards made scrupulous searches for escaping citizens. I have witnessed such attempted searches for persons, and that type of interruption; but never at any time have I seen a train crew so completely demoralized as the one manning the C.P.R. train that brought me from my constituency to Ottawa. The reason for the lack of morale is plain. They know what is happening about the withdrawal of the "Dominion" and the only question in their minds is not whether the C.P.R. will withdraw the Canadian as well, but when this will happen.

We know a number of areas in which that company has tangled with its employees. We know about the employees' concern over the pension plan and the interpretation of the Minimum Wages Act as well as the withdrawal of that train. We know that in a great variety of ways in which the company extends its services it succeeds in making train rides unpleasant and reduces the number of passengers that can be expected. I think it of extreme importance that the Board of Transport Commissioners should either order the resumption of this train service or the government should take over not only the railroad operations but the entire operations of the company.

In closing I should like to make brief reference to another item. With the announcement at the beginning of this afternoon's session that the government has seen fit to engage in subsidies in relation to a substantial power undertaking in the province of Manitoba, the government's attitude regarding the subsidy not being applied to ferry construction in the province of British Columbia seems even more inadequate. In the light of today's announcement I think a reconsideration of government policy in regard to that important industry in British Columbia is necessary.

**Mr. Barnett:** Mr. Chairman, it may be of some small comfort to the Minister of Transport if I tell him that at this stage of the consideration of his estimates it is not my intention to pursue at length the subject of the operating philosophy and methods of the Canadian Pacific Railway Company. After all, that great corporation through the kindness of its heart has left us one railway passenger car on Vancouver island. I refer to the day-liner which runs between Victoria and the city of Courtenay.