

Supply—Transport

afternoon, arriving in Montreal the next morning at seven thirty or eight o'clock. In order to do this you must come by Budd car to Matapedia and there change trains, but not to the Ocean Limited that is coming from Halifax. You board another train which is made up at Campbellton, 15 miles from Matapedia. About 95 per cent to 98 per cent of the people who travel on the Chaleur and who go between Campbellton and Montreal are from the Gaspé peninsula. We have to take a train that is made up 15 miles from Matapedia and we must stay aboard that train.

It seems to me, Mr. Chairman, that we are overlapping services there, and the services we are receiving are not the best. It seems to me logical that if 98 per cent of the people who travel on the Chaleur are from the peninsula, the train should run directly from Gaspé to Montreal. Why can we not have the same sleeping facilities as are on the Ocean Limited? Why can we not have the same meals as are available to those who travel on the Ocean Limited? We are paying the same prices; therefore we are entitled to the same services.

Now I am going to try, Mr. Chairman, to tell you what happens once you board that train called the Chaleur at Matapedia. You sit in the car which is probably of the 1925 or 1930 vintage. It is squeaky, and you do not sleep too well.

• (12:40 p.m.)

However, perhaps you would like a meal before going to bed, having been on that train for six to eight hours. Occasionally there is a dining car on the train, though most of the time it is off. If boards of trade or public bodies complain they will put the dining car on; whenever criticism subsides then off comes the dining car.

When travelling on the Ocean Limited you sit down to a meal with a linen tablecloth on the table and you are given a linen napkin. But when you are a Gaspesian and you travel on the "Chaleur" you are given a place mat like the one I am holding in my hand. On it you read "Welcome. Good food and good service go together at C.N. Sit back, relax and put on your best appetite". Then it asks whether there is anything you need—a souvenir place mat, perhaps.

Mr. Pickersgill: Would the hon. gentleman table that document?

Mr. Keays: I would be pleased to do so. I would also tell the minister that I picked it

up on the "Chaleur" on November 16, 1965. So you get a place mat free. But although I pay the same price as anyone coming from the maritime provinces, I am not entitled to a free meal on that train with my sleeping accommodation. They give me a menu which offers blended juice or soup and then you can have sandwiches; and I told you where the sandwiches usually come from. You have no choice of juice; you take what they give you. This train is made up at Campbellton; 20 minutes after the train leaves you look at the menu and choose a sandwich, but they tell you they are sorry, they have not any. As I say, the train left only 20 minutes before from its starting point in Campbellton, New Brunswick.

I believe, Mr. Chairman, that this is taking the Gaspesian too much for granted. I object, as do all other Gaspesians, to the fact that we cannot get the same treatment as other people travelling the same distance going west to Montreal. I see the hon. member for Bonaventure sitting at his desk and I am sure he too is very aware of this problem and has made representations to the minister or to the C.N.R. Since he is now on the government side of the house I hope the minister will listen to him and try to put a little pressure on the C.N.R. to give the Gaspesians the service they deserve.

Now, in order to travel you must have money. In order to have money you must work. In order to work in the Gaspé peninsula you must have industry. In order to have industry you must have the encouragement of the government. It is no good doing what the Minister of Transport did a few years ago when there was an abatement in taxes across the country. In order to recover this money, the next day, he imposed additional wharfage charges on all goods on public wharves and also levied a tax on passengers crossing on ferries. This had the effect of paralyzing some of our industries.

I am going to give the minister just one small example. He knows that in his province of Newfoundland there are quite a few copper mines. Copper concentrate from that area goes to the smelting plant at Murdochville. Because we want all that concentrate to be smelted at Murdochville the government, being aware that this is a designated area and one needing government help, an area to which the attention of the government must be directed, imposed these special charges. I am sure that in one case, due to these extra wharfage charges, copper concentrate from