

child because the president of the Canadian Transport Commission does not care about public service in this country.

I am sure the questions asked in this House concerning the dining car service on trains 30 and 31 between Ottawa and Montreal and Montreal and Ottawa have led everyone to believe that there is public demand for this service. The chairman of the dining car local tried to get the figures from the CNR as to how many meals are served on that train. He was informed that he should go to the regional vice-president of his organization to find this information. He in turn would apply to the CNR regional vice-president to confirm whether the number of meals on the train was in fact necessary. It seems strange that the figure of \$300,000 was quoted last night as the loss on that train without any substantiating facts whatsoever.

Last Thursday morning I rode the train from Ottawa to Montreal. There was a line-up of people waiting for meals. I can visualize what will happen after today when a person leaves the train. I can visualize the public relations image of a bright young businessman stepping off the train at Montreal with a hot meat pie stuck to his black suit. This is exactly the type of situation we are now looking at. Surely somewhere along the line people do count in our transportation system. The president of the CNR and members of the Canadian Transport Commission must realize that railways in Canada have an obligation to provide service to the public. Public interest means something in this day and age. We know that the Canadian Transport Commission could have quashed the ruling to discontinue this dining car service. I wish to read from an article which appeared in the January 29 edition of *The Citizen*:

A CTC spokesman said today that the commission "has had a good look" at the proposal and feels passenger service won't be adversely affected.

The article continues:

—the CTC could legally quash the change.

A spokesman said as follows:

"We feel discontinuance of dining car service was an admirable move on the part of CN to cut down costs."

It seems strange that the article did not name the CTC spokesman. The words of the CTC spokesman are very familiar with regard to the rationalization we heard about recently on other types of service. If we look at the situation we realize that this train serves the capital of our nation as well as our largest city. It is strange that this service is being discontinued. Many people have suggested that if the railways can cut off the politicians' train without too much of an uproar, they can cut off any train on the continent. This is the policy of the railways; they believe that if they can do this, everything will be fine. I quote from another newspaper article as follows:

Cyrus Eaton, Nova Scotia-born Cleveland industrialist, says that Canada is making a great mistake in allowing the railways to phase out services and lines.

Mr. Eaton, Chairman of the Chesapeake and Ohio railroad company said Canada "has no more important and necessary institutions than the railways."

#### *Proceedings on Adjournment Motion*

Somehow some change will have to be made if we are to be recognized as having a transportation policy in Canada at all. The other day the Minister of Labour (Mr. Mackasey) introduced legislation providing pensions for workers laid off as a result of changes in the textile industry. I believe it is high time he took a look at what is happening in the transportation industry and applied similar measures there. We know there will be some 21 people affected by cutting off the dining car service. We also know that this service is used and appreciated. The railways should not be allowed to segregate services and say: We are losing on this and gaining on that. They have a responsibility to the public, and in these circumstances they should be compelled by the Transport Commission to provide reasonable service.

It seems strange that the Minister of Transport (Mr. Jamieson), having been requested to meet representatives of this organization to discuss the problem, should have failed to do so. I can only say that somewhere along the line we must produce a Minister of Transport who will stand up to the Transport Commission and tell its chairman that the minister is running the show and not him. It is vital that we should know who is really running the transportation system, whether it is the Minister of Transport or the chairman of the CTC.

The travellers using this service say without hesitation that they want it continued. It is the same game that we have seen over and over again. The CNR cuts down a service, within six months probably 50 per cent of the passengers become discouraged, then a further application is placed before the Transport Commission to abandon the route and transportation disappears. Will the Parliamentary Secretary please use a sledgehammer on the CNR to try to get them to reinstate a service which is in the best interest of the people of this country?

**Some hon. Members:** Hear, hear!

**Mr. P. M. Mahoney (Parliamentary Secretary to Minister of Finance):** Mr. Speaker, last evening at this hour I had the opportunity, on behalf of the Minister of Transport (Mr. Jamieson), of providing pertinent information in answer to what would appear to be an identical question. Last night it was to the hon. member for Notre-Dame-de-Grâce (Mr. Allmand); tonight it is to the hon. member for Moose Jaw (Mr. Skoberg).

The information respecting this matter has not altered during the past 24 hours. Without meaning any disrespect to the hon. member or to the trade union officials he quoted as authorities, I think it would not be inappropriate to refer him to last night's proceedings. There is one additional point which might be made clear in view of the hon. member's comments. The number of the employees affected is about 13. They have rights under their contract and can elect to exercise those seniority rights.

**Mr. Skoberg:** Where?