

*Supply—Transport*

over a good part of the country, namely either air travel or bus travel. As far as the smaller towns in particular are concerned, they have no air service and are not likely to have it in the foreseeable future.

For these reasons I hope very much that some means will be found to ensure that the "Dominion" is continued in operation and that an adequate rail service is provided along other lines, consequent upon the responsibility of the railway to provide adequate passenger service, whether or not that particular service happens to pay as a result of the way in which the line is run. In other words the railway should be made responsible for providing a sufficiently good service to attract sufficient passengers so that the line will pay for itself, or come close to paying. I think that situation would be arrived at in many cases if any real efforts were made by the C.P.R. to attract customers, to make their journey a comfortable one, and to provide them with the type of accommodation which people have a right to expect at the present time.

[*Translation*]

**Mr. Mongrain:** Mr. Chairman, I have heard almost all the speeches delivered since we began considering the estimates of the Department of Transport. That was my way of going through what I might call my basic training, to use a military term. It was also perhaps my way of showing my sympathy for the minister (Mr. Pickersgill) by staying here with the man who, because of parliamentary procedure, must go through this endurance test.

I learned many things just the same and I come out of it with the personal conviction that the minister is more in need of sympathy and suggestions than criticism. I admired the composure with which he acknowledged the words of praise as well as the harsh criticism directed at him with some vigour at times.

With regard to the riding of Trois-Rivières, I must admit quite frankly that the harbour at Trois-Rivières has been well treated by the federal government in the last few years. And to hide nothing, I must say that we must be thankful also to a large extent to the previous government which, at that time, numbered among its members as Minister of Transport, my predecessor who has become a black sheep in the conservative family but who surely had a lot to say when that project was drawn up.

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I do not want to repeat what I said here the other day, but I want to point out once again that Trois-Rivières is the heart of the province of Quebec. It is also, to a certain extent, at the cross-roads of all the important means of communication by sea, highway, railway and air, in that province.

Moreover, the creation in the near future of a provincial steel industry, known under the name of Sidbec, in the neighbourhood of Trois-Rivières, will require without delay several other measures to make sure that this undertaking and all related undertakings can develop within a reasonable time and to the greatest advantage of the province and the country, because everyone knows that a basic industry, particularly a steel industry, will have favorable repercussions on the Canadian economy as a whole.

Moreover—I apologize for repeating it—the thruway the provincial government has started to build between Montreal and Quebec City, the trans-Quebec highway running from Chibougamau, through the Lake St. John region, La Tuque on to Trois-Rivières and from there to Sherbrooke and the American border, cutting the province in two from north to south, all that will make of Trois-Rivières an even more important junction point than it now is.

If governing is foreseeing, then it is my duty to draw the attention of the Canadian government to its responsibilities in connection with that development.

[*English*]

The most urgent problem in my riding, Mr. Chairman, is one which concerns the grain elevators. Up till now, through a special arrangement they have paid a lump sum of \$28,000 in municipal and school taxes every year. This year this arrangement was abruptly ended and they are now faced with an increase of about \$255,000. We all know that our grain elevators have to compete with those administered by the National Harbours Board and that these elevators do not pay such taxes. Moreover, we also know that the tariffs charged by the grain elevators are fixed by the grain commission and this puts our own elevators in an awkward position, indeed in a desperate situation.

Keeping in mind that since a substantial amount of grain shipped by our country to foreign countries goes through our elevators, thus helping to solve our national economic problem, namely that of our trade balance, I