

(Translation)

Mr. CARON: That is a considerable change from the Gréber plan which provided for a station in the west and another one in the east. The eastern station, on the Hull side, would have had most trains and above all the fast trains between Ottawa, Hull and Montreal, because there are twenty miles less. At the present time all the fast trains are on the Ontario side. All we have is the slow train which stops at every station and that is why fewer people are taking it. I can understand the companies wanting to earn money with their passengers, but they should not forget that they make money with freight and other transportation. I quite understand that you can come to Ottawa without coming to Hull, but some trains should come to Hull. You should take it all together, freight and passengers and see whether the company can earn money and not just take passengers on one side, and freight on the other. That is where I fail to understand the companies. I remember that in 1936 I said to the vice-president of the Canadian Pacific in Montreal: "You should take over the bus services and road transport because you are being gyped". And the vice-president of the Canadian Pacific of those days said to me: "It is only a passing fancy". Well if it was only a passing fancy he lacked judgment in those days, and they may well lack judgment at the present time.

(Text)

Mr. SPENCE: I do not know just what the question is.

The CHAIRMAN: Have you any other questions, Mr. Caron?

Mr. CARON: The question is this: We were speaking of losing money or of making money on the passenger service. I know you have to put the whole thing together; you have to put the freight and the passenger service together to see if you can make money or if you are losing money on the two services, not only on one because one is the complement of the other. I do not think railway companies have been created only to make money. They have also been created to give a service, and that is not what they are giving now. They are cutting down the service to the people just to make money on freight. I do not understand this and I do not see why they are doing that.

Mr. SPENCE: We have been faced for years with criticism from the freight service that their rates were unnecessarily high because they were having to contribute to our losses in the passenger business. We have felt that the passenger business should stand on its own feet and that the freight business should also stand on its own feet. There was considerable justice in the complaint of the shippers that they should not have to subsidize the passenger service.

Mr. CARON: You say the freight charges are high? I do not think they are so high because in some cases you have reduced the freight so low that transport by road cannot compete. That does not mean the rates are too high. If you take canned goods or beer, you can transport it cheaper by rail than by any other means such as by road transport.

(Translation)

Mr. BEAULÉ: Mr. Chairman, I do not think it is in order to discuss freight transport; we are here to discuss a station.

(Text)

The CHAIRMAN: Mr. Caron, I think you were making a point at first about the fact that the new station was located far away. However, I am sure you would not want to get into a discussion of the freight rate and passenger services, which will come under another bill, Bill No. C-120, which will come before the committee in the spring. These men are not qualified to discuss