

the Senate will enjoy a successful and pleasant experience on the committee.

Report adopted.

PASSENGER SERVICE AT RIVIERE DU LOUP

REPLY TO QUESTION

Hon. Jean-François Pouliot: Honourable senators, when a question is asked in this chamber it should be answered as fully as possible in this chamber. On Thursday last my honourable colleague, Senator Choquette, asked me this question—I now read the question and the comments following it:

Hon. Mr. CHOQUETTE: Is the Rivière du Loup station the one you obtained after years of effort in the other place?

Hon. Mr. POULIOT: Well, I did not obtain a new station, but I had it repaired at such a cost that it was equivalent to the building of a new one.

Hon. Mr. FLYNN: It provided more jobs.

I have some gifts for my esteemed colleague, Senator Choquette, who is well liked by all of us for his intelligence and his great heart. The first is a copy of a speech made in the House of Commons on July 21, 1931. I do not have a copy of the *Hansard* available, but the full text of that speech was published in *Le Soleil* of Quebec and I am pleased to send it to my honourable friend with my compliments.

I have another gift for him; it is an editorial of the *Toronto Globe* of February 11, 1932 entitled "Monsieur Pouliot Wins," and I have an excerpt from *Hansard* of February 9 of that year, in which a full page is devoted to the Rivière du Loup station. Now may I tell you in one or two words what happened?

Sir Henry Thornton, who was a great diplomat, called for tenders on the basis of plans which had been drafted by the engineering division of the railway. The cost had been included in the estimates of the railway and had been approved by the old railway commission, and everything was ready for tender. However, the tenders were called in such a way that the first notice appeared just on the eve of the election, and the other notices appeared after the election when Mr. Bennett had been elected. A Conservative had tendered at a price which was \$38,000 higher than the lowest tender received. This lowest tender was by a Liberal. A delegation came to Ottawa to have the contract awarded to the higher Conservative bidder, and since it was not possible to do this the whole project to build a new station was cancelled. I had worked hard to have that station rebuilt. Instead of doing it, the

Bennett government repaired the old station at a cost higher than that of the contract.

I have a final gift for my honourable colleague. It is an editorial from the old *Toronto Globe*, the Newspaper founded by George Brown, dated February 10, 1932. The headline is in French. This was a great honour, since such a thing had happened only twice in the history of that paper. The first time was for Marshal Joffre—the victor of the Battle of the Marne, at the beginning of the First World War—when he came here after the war; and the second heading speaks for itself in these words:

VIVE J.-F. POULIOT!
VIVE LA BELLE GARE
A RIVIERE DU LOUP!

Et Vive la Presse, Qui,
Dit-il, a Gagne Cette
Grande Victoire!

Mais Surtout le Globe

I have another question to answer. It was put by my deskmate, whom I like very much. When I went to Rivière du Loup my friends asked me who the senator was who made these remarks in the Senate:

I know that many people in the Province of Quebec think that we in the West get a lot better treatment than they get in Quebec. However, we have two beautiful trains running through the town where I live, the Supercontinental and the Panorama. We would be pleased if those trains would even stop within 200 yards, so that we would only have to walk to them. But they do not stop at all, and I have to go all the way to Edmonton, 75 miles, to get either one of them. I think the people of Quebec are treated just as well as we are, perhaps even better.

I told them that Senator Stambaugh is my deskmate, that he is the best Liberal in the Senate, and that we are very good friends. With respect to his question I telephoned the Dominion Bureau of Statistics and I was informed that Bruce Township, 48R14 west of the 14th meridian—the whole township—had a population in 1961 of 342 people, and that the unincorporated Village of Bruce had a population of 171. If the crack trains of the C.N.R., and even of the C.P.R., have to stop at every village with a population of less than 200 people, I wonder if we shall ever have fast trains in this country.

My second answer to my honourable friend is that he does not have to travel 60 or 70 miles from Bruce to Edmonton, or to Wainwright, to catch a fast train, because