

Supply—Transport

four miles from Côte St. Catherine, two large breweries and flour mills which could use a grain elevator.

In order to get maximum use out of the wharf which already exists at Côte St. Catherine, the full co-operation of the Minister of Transport, the seaway officials and the municipality of Côte St. Catherine is needed.

I hope that the Minister of Transport will bring all the necessary attention to that project and that he will give it his full support because it really deserves it.

[*English*]

The third point that is of immediate concern to my Mohawk Indian constituents of Caughnawaga is the possible future twinning of the seaway canal system in their part of the country. They are concerned that another expropriation may occur. The minister is as aware as anyone in this house of the problems which resulted from the initial expropriation, some of which unfortunately have not been settled as yet. I am confident that he and the St. Lawrence Seaway Authority will do their utmost to avoid any further expropriation of Indian reserve land in Caughnawaga.

Mr. Harkness: Mr. Chairman, at the risk of being somewhat repetitive, I should like to add my protest to the many already made in connection with the withdrawal of the "Dominion" by the Canadian Pacific Railway, and the general impairment of passenger service so far as that company is concerned. I think there is no question but that the Canadian Pacific Railway has been making a deliberate effort to get out of the passenger business. In order to do that, the company has been reducing service on its trains, except the "Canadian", to a minimum, with a view to discouraging people from travelling on these trains. The company would then get into a position where it could present a good case to the Board of Transport Commissioners and, of course, what it hopes will be a good case to the cabinet during the hearing of this appeal. I trust when the cabinet does hear the appeal concerning the withdrawal of the "Dominion", they will take into consideration all the general factors which I think it is essential to consider in coming to a decision as to whether or not the company should be allowed to withdraw this train.

The chief purpose for which the railway company was given a charter was to provide [Mr. Watson (Châteauguay-Huntingdon-Laprairie).]

freight and passenger service. I do not believe there is any question but that the various payments made to the railway company were in consideration of the fact the company would provide satisfactory service for both freight and passengers. I believe that provision is laid down in their charter. At this late date it seems to me that any attempt on their part to withdraw from that responsibility for passenger service must be resisted, and it is the responsibility of the government to see that adequate passenger service is provided.

In spite of the fact there are large numbers of people who do not use the trains any more, there are some who do use them. I feel quite a lot more would use them if the service provided were satisfactory. During the last two or three years, certainly, the service provided on the "Dominion" has not been such as to encourage anybody to take a second ride on that train. It is not at all surprising, therefore, that the figures produced as to the amount of traffic it carries do not indicate heavy travel.

On the other hand, I know from my personal experience as well as the experience of many of my friends, that there is always great difficulty in securing reservations on the Canadian Pacific Railway at any reasonable length of time before a person wants to begin a journey.

Another example of the same sort of thing is the train from Calgary to Edmonton.

• (8:00 p.m.)

The dayliners used on that run were fairly well patronized, but during the past year the C.P.R. almost doubled the fare. The fare to go from Calgary to Edmonton by either C.P.R. or C.N.R.—the C.N.R. train has a more round-about route and takes a little longer—was the same. At the present time the C.P.R. fare is almost twice that of the C.N.R. I do not think there is any question that this increase in fare was put into effect to discourage people from taking the train. Thus in the course of a year or so probably a fair case could be built up for saying that there was not sufficient demand for the train, and therefore the C.P.R. should be allowed to discontinue it.

Continuation of tactics of this kind will, of course, come to this. If a case can be made that the amount of passenger traffic does not warrant the continuation of a train in service, so that the C.P.R. is able to get out altogether from the passenger business, the general public will be left with only two forms of travel