

*Supply—Transport*

and that last sentence, of course, is factually inaccurate. The new air agreement provides for a direct flight to Minneapolis, not for the kind of milk run route that there has been in the past. That was not recognized in the editorial.

**Mr. Orlikow:** I accept the minister's correction but I was quoting the editorial in the *Winnipeg Free Press*. In any case, the minister, having lived in Manitoba for a long time, should know there is a vast difference between flying direct from Winnipeg to Chicago and flying from Winnipeg to Chicago with a stop at Minneapolis. It may not be as bad as making three or four stops but it is not a direct flight.

I think I have indicated in these few remarks with regard to air routes and policy sufficient to show how dissatisfied are the people of Manitoba with the state of affairs. I suggest to the minister that, unless this government mends its ways, when the next election takes place the Minister of Veterans Affairs will cease to be the only Liberal member from Manitoba.

Having dealt with air routes I should like the minister to look at a matter which is of tremendous importance to the people of my city and the people of Canada as a whole, namely, the failure of this government to control the completely unmanageable and insatiable appetite for profits of the Canadian Pacific Railway. I wish the Minister of Transport had been able to make that quick trip through western Canada which the Minister of Agriculture was able to make. It is true that the views of the Minister of Agriculture which were expressed in western Canada did not stand up very long when he got into a room with the present Minister of Transport, the Minister of Finance, and their good friend, the President of the C.P.R.

I should just like to put on the record a few of the things which the Minister of Agriculture had to say, ideas which were greeted with a great deal of satisfaction by the people of western Canada regardless of their politics and will not be forgotten. The lack of action to implement the things which the Minister of Agriculture said will not be forgotten either.

I should like to quote from a report by Joyce Fairburn of something the Minister of Agriculture said, as found in the *Winnipeg Free Press* of January 13, 1966. What the minister said is in direct quotes.

"I have no sympathy with the (C.P.R.) attitude that we can make more dollars by abandoning

rail lines and renting box cars to the United States because we are a private corporation and we can do as we like".

Later he said:

"That public duty"—

I presume he is talking about the C.P.R.

—"did not stop in 1867 and it has not stopped now"—

"The C.P.R. should give us certain of its amenities such as oil before calling 'profits first and public rights later'," said Mr. Greene.

What are these obligations, Mr. Chairman, which the C.P.R. undertook? The C.P.R. made an agreement with the government of Canada which was signed on October 21, 1880. They undertook by paragraph 7 of the agreement to do this:

—and the Company shall thereafter and forever efficiently maintain, work and run the Canadian Pacific Railway.

The attitude of the C.P.R., as expressed in its testimony before the Board of Transport Commissioners, is that "efficiently" means efficiently for the C.P.R., that it means profits for the C.P.R. I do not know whether the C.P.R. has ever made a request to the Board of Transport Commissioners which has not been agreed to by the Board of Transport Commissioners. I suggest to the minister that we ought to stop paying the salaries and expenses of the Board of Transport Commissioners. The place for that board is in Windsor Station. Let the C.P.R. pay their salaries because they are acting as office boys for the C.P.R.

When the government of the day made an agreement with the C.P.R. under which the C.P.R. undertook to supply efficient service across Canada they were given certain grants. I should like to put on the record what the C.P.R. were given. The President of the C.P.R. probably has more gall than any person in Canada. Among the speeches he made last year was one to the Canadian Manufacturers' Association in June which was reported in the *Ottawa Citizen* for June 7, 1965. I should like to read a couple of paragraphs from their report:

R. A. Emerson, president of the Canadian Pacific Railway, told the 1,600 delegates of the CMA that governments—federal and provincial—have overstepped their primary purpose of providing public services.

If there ever was an organization that would not provide public service, it is the C.P.R. The article continues later in this way:

Mr. Emerson said that the primary role of government in the economic life of the nation was to provide only those services which were not