

*Railway Act*

elected representatives of the people are given this chance to have a face-to-face meeting once a year with the officials of this very important corporation.

If one examines the minutes of the transportation committee proceedings he can see the type of questions which are put to the management of the C.N. We have questions about passenger services, about freight services, about the C.N. pension plan and other related employee matters, questions about Canadian National Steamship services which are so important to some of the Atlantic provinces, about telecommunications, about the operations of hotels and about trucking operations, but it seems strange that the second largest transportation company in the country does not have to appear before the elected representatives of all of Canada to subject itself to the same kind of questioning that the largest transportation company must do.

I would say the C.P.R. has just as great an effect upon the lives of the people of Canada as the C.N., perhaps even greater because the operations of that company are spread far and wide throughout the country. It not only operates its railway services and air line services but is now venturing into many other fields. It has a subsidiary company called Canadian Pacific Investments which has been busy buying shares in a great many other companies.

It has an interest in the following companies, and I cite these to show the diversity of its interests in Canada: Canadian Delhi Oils, Canadian Del Rio, Great Lakes Paper, Huron and Erie, Husky Oil, Investors Group, Montreal Trust, Provincial Bank, Rio Algom, Texas Gulf Sulphur, and of course Consolidated Mining and Smelting. It can thus be seen that the company has a very great effect upon the lives of the people in practically every community in the country.

It has been argued that the reason the C.N. appears before the transportation committee is because the C.N. is a crown corporation, and we are told that the C.P.R. is not, that it is private enterprise. However, we know that the Canadian Pacific is no ordinary private enterprise. I do not know of any other private enterprise in Canada which has received, as of December 31, 1963, \$106 million in cash from the federal government, from provincial governments and from municipalities, and 44 million acres of land, including the mineral rights. Ordinary private enterprises do not receive that type of public help,

but this one continues to receive federal money each year for a number of reasons. And so I feel there should be accountability by it right here before the House of Commons, or before a committee of the house.

• (5:10 p.m.)

There are a number of things that could be said to illustrate that the Canadian Pacific is no ordinary enterprise. I am not going to use my own words on this occasion, but will refer to a speech made in this house on February 22, 1965 by the then member for Halifax, Mr. Gerald Regan, who is now the leader of the Liberal party in Nova Scotia. I quote from page 11614 of *Hansard* of that date, where he said:

I would preface my remarks by saying that a national railway, even if it had not received vast governmental assistance in the years gone by—as it has—cannot, in a country whose population is strung out along a narrow belt 4,000 miles long, ever be considered as just an ordinary private company engaged in competitive free enterprise. A national railway in this country must be part of the very holding together of our nation and its operations must, to some extent at least, be directed in consequence of this fact.

We have a situation where the top officials and the president of the railway have been going around the country saying quite openly and blatantly that which for years they said secretly, namely that they were plotting to get rid of their passenger services and carry only freight.

At that point the hon. member for Kootenay West (Mr. Herridge) interjected these words:

Regardless of the profits of the Consolidated Mining and Smelting Company.

Mr. Regan then continued as follows:

My constituency of Halifax is only slightly involved. We are concerned with the continued service of a dayliner on the Dominion Atlantic Railway, which is a subsidiary of the Canadian Pacific Railways, from the Annapolis Valley into Halifax. However my main concern is a national concern. My attention has been directed to the subject because of the fact that the C.P.R. has served notice on the postal department that on June 23 they are going to abandon their mail contracts on trains 7 and 8 from Montreal to Vancouver and on trains 3 and 4 from Toronto to Sudbury, which is just one more step in drying up the revenue so that they can later on justify the abandonment of the service. This is the sort of program which this railway has been following.

I said earlier that this railway had received substantial governmental assistance over the years, and of course they have. In addition they received a strip of land across the country, some of which has been sold off. They found minerals on some other parts, received subsidies and have built up the vast prosperity of the empire known as the Canadian Pacific Railways on the strength of these governmental gifts. And now, like the son who receives an inheritance from his father on the