

The Address—Mr. Hopkins

improvement of trans-Canada highway 17 along many sections of this highway between Ottawa and North Bay. Our road facilities in and out are poor. Some of the industries in the area are hampered by high freight rates, the additional overhead of crating and extra care to be taken in packing their products in order that they may be shipped safely to their destination.

I fully realize, Mr. Speaker, that there are other geographical areas, such as Renfrew county, which suffer from slow growth for the same reasons. These areas have not been developed nor have they progressed to the same extent as larger and more prosperous areas in Canada. It is therefore essential that areas such as these be given special consideration and that new criteria be written into the designated areas legislation of the Department of Industry so that it will readily apply to such areas.

One criterion that should be used to decide what should and what should not be a designated area is a comparison of industrial taxes and residential taxes that are collected in such communities. In areas where the amount of taxes collected from industry is exceptionally small, in comparison with the amount that is collected from residential taxes, special consideration should be given. For example, the town of Pembroke today has an industrial levy of \$900,000 while the residential levy is \$18 million. This can only indicate to you, Mr. Speaker, that home owners in this town are paying very high taxes. Renfrew North is not one of the designated areas in Ontario because, in accordance with the criteria that have been laid down by the act, the unemployment figure is not great enough to warrant it. However, this does not mean that there are widespread opportunities for the people.

One of the greatest exports from my riding has been its educated youth. Many of the people who have lived in the upper Ottawa valley all their lives have found it necessary to move out and work elsewhere for a livelihood.

If they are going to have a fighting chance, areas such as these must be given equalized freight rates and a reduction in corporation taxes, not only for new industries that move into the area but also for those that exist there now, until such time as improvements in the economy have been achieved and the necessary facilities attained. This may seem

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like a major task, but these factors must be taken into consideration if we are going to provide equal opportunity for all.

I would like Mr. Speaker, to deliberate for a couple of minutes on transportation problems, from areas in the upper Ottawa valley to the more populous areas in Ontario and Quebec. It is nothing short of a sin when we consider that millions of dollars of Canadian government funds, thousands of square miles of good farm land in western Canada, plus loans from British firms, have gone into the building of the Canadian Pacific Railway, a company which today, as a private enterprise, deems it good business to treat the Canadian public in a high handed and shoddy manner.

We have recently received word, Mr. Speaker, of the cancellation of the C.P.R. "Dominion" run. If we as members of this house ran our election campaigns with the same inefficiency and ineffectiveness as the C.P.R. has in operating its "Dominion" service, there would not be one of us sitting in this house today. The C.P.R. has presented to the Board of Transport Commissioners their financial record of the "Dominion" and have listed their reasons why the train was discontinued. If there is to be any justice in this incident, the C.P.R. management must be called upon to explain why the "Dominion" service was permitted to decline over the past years. Why was the mail car taken off the "Dominion"? Why was the express car taken off the "Dominion"? Why should passenger traffic have been discouraged by one means or another?

Why was it, for example, that a man with two small children, who bought a ticket which included a berth on the "Dominion", found out that the car that contained the berth was not even on the train? Indeed, to take this whole matter of passenger service one step further, why is it that even today the C.P.R. is discouraging passenger traffic on the "Canadian"? How long will it be before we are going to hear that the C.P.R. has applied to the Board of Transport Commissioners requesting that they be permitted to discontinue the "Canadian" because it is not paying?

Let us take a look at some of the things that are happening here. The C.N.R. round trip fare from Pembroke to Ottawa is \$4.90 on five days of the week and \$5.70 for the two remaining days. Return fare from Pembroke to Ottawa by C.P.R. "Canadian" is \$10.80. One can buy a good meal on the C.N. for \$1.35 to \$1.45 but in order to get a good