

examine what happened two days before Christmas and two days after New Year's as regards railroad passenger policy and accommodation between Calgary and Vancouver. What did happen? I received my information not only from those who were on the trains but also from the railroad men themselves. They are interested in passengers and in their comfort. Then why, in the period I have just mentioned, was the accommodation on the trains between Calgary and Vancouver and Vancouver and Calgary such that many passengers had to stand up all the way? Why was it that on the train that went from Banff to Vancouver there was no dining car or coffee car, so that in that 24 hour run it was not even possible to get sandwiches? Why was it that although under the special plan of the railroad when you bought your ticket you bought not only your travel but your meals, no meals were served?

I have spoken to those who had such tickets on those trains, but there was no dining car and no coffee car on the train. I am not going to give the exact trains, because I do not want the men persecuted. I have spoken to one of the conductors who was faced with having to accept tickets which entitled the purchasers of those tickets to food on that train. He got so fed up trying to explain it was not his fault that he went into the baggage car and stayed there for a great part of the trip. I got this information from the man concerned.

When you are confronted with that kind of situation you ask, as I am asking now, do we believe what they say in the press or do we believe the experience of the passengers and the railroad men? Let me give one further example. When I was getting ready to come down here at the opening of this session I put in my application for a certain reservation on the train. I was told I would have to wait to have confirmation whether there was any space available. Two days later it was confirmed that space was available. When I got on the train I was one of four in the car.

Let us go even further. I am going to tell the minister of a Vancouver businessman who had to go from Vancouver to Montreal and decided to take his wife along with him. He made application to reserve a room for himself and his wife in a car, and he was told there was no space available, that they would have to take separate duplex roomettes to Winnipeg, and from Winnipeg they would transfer into the one room on the train. When that man got on the train—I did not know the man myself, two porters told me about it—they had the two duplex roomettes, but the man found that most of the car was vacant. Thereupon he asked the

sleeping car conductor if he could have one room for himself and his wife to Winnipeg, because he had a room reserved from there on. He was sold a room; and this is one of the coincidences that sometimes occur. You know, Mr. Chairman, he obtained exactly the same room which he was to have from Winnipeg to Montreal, and he obtained it in Vancouver when he boarded the train.

It is because of things such as these that we ask, do we believe the newspaper publicity issued by the top brass of those railways, or do they have a policy, all the railroads put together, by which they are trying to get out of the passenger business? I know that hon. members whom I see right now have had similar experiences, or have had similar information given to them. I think we are entitled to know just what is in the minds of the heads of the railways as regards their policy on passenger service.

This leads me automatically to my second point, Mr. Chairman, namely the policy of our national railways in buying outright or a controlling interest in trucking and passenger service over the roads of Canada. I know that every hon. member receives periodically letters and information from the road transport companies of Canada. They are continuously complaining about the competition of the railroads. On the other side of the fence the railroads are complaining about the competition of those who use our roads for trucking and passenger service.

To me it is rather fantastic that both the railroads are, and have been for years, buying up the major trucking and road passenger services in Canada. What kind of sham battle is going on between the railroads and the major trucking companies of Canada when they are all owned by the C.N.R. and the C.P.R.? Surely, sir, there is a sham battle going on, and it is time it was brought out in the open and we were given the true picture which exists as between the railroads and the trucking and road passenger companies which they own. Surely the time has come for this sham battle to cease and for us to be given the actual picture of the co-operation and the competition between the two, and why one should attack the other when they are both owned by the same company.

This sham battle indicates the imperative and immediate necessity of the government giving consideration to bringing the entire transport system of Canada, whether it be by railroad, by road or by sea, into proper perspective and outlining a national transportation policy which will be in the interests of our people, whether it be freight or passenger service, so that it may be carried on in the most efficient manner as far as the

[Mr. Winch.]