

*The Address—Mr. H. J. Flemming*

[Text]

**Hon. H. J. Flemming (Victoria-Carleton):** Mr. Speaker, before making some observations which occur to me as being important in the debate on the speech from the throne, I should like to congratulate the mover and seconder of the motion that an address in reply be presented to His Excellency the Governor General, for the excellent presentation of their remarks on that occasion. They brought credit to themselves and reflected honour on their respective constituencies.

I would also like to congratulate the newly elected members for Laurier (Mr. Leblanc) and St. Denis (Mr. Prud'homme). They are following in the footsteps of distinguished predecessors as representatives of those constituencies. I had great pleasure in meeting the ex-minister of justice in various capacities, including the provincial capacity and also since coming to this chamber, and I always found myself received with great cordiality. I feel that he has left behind a reputation, whether in opposition or in government, inside or outside this chamber, of always being a gentleman.

While he has not gone as far afield to continue public service, nevertheless I feel that the ex-member for St. Denis served his constituency well in this chamber. And while he will be remembered on this side of the house in a little different way than the ex-minister of justice, nevertheless I am sure we all wish him well and were pleased to see him honoured.

I also want to congratulate the new Minister of Forestry (Mr. Sauve) on assuming what to me is quite an important portfolio, since I held it at one time myself. I am sure he will bring to this portfolio great enthusiasm and great energy, and also I believe a great measure of ability, and I wish him well. I also wish the hon. member for St. Jean-Iberville-Napierville (Mr. Dupuis) success in his role as member of the cabinet and on the fact that he is now one of the Privy Council of Canada.

I especially want to congratulate the new Minister of Transport (Mr. Pickersgill). Since he has adopted the Atlantic provinces I feel we can expect great things from him. Before I proceed to enunciate some of those things which I feel we might reasonably expect from him in his capacity as Minister of Transport, I would like to refer to the fact that we have had a new senator appointed from New Brunswick to replace the late Senator Emerson, who was personally a great friend of mine, and I would like publicly to acknowledge the fact that I feel he rendered great service to his province and to Canada. He was very prominent in Saint John city. He was chairman of the board of Saint John general

hospital when it was enlarged from a reasonably small hospital to a very large hospital serving almost the whole province. He served with distinction in the Senate and was chairman of the standing committee on finance in 1959 when, by special request, it presented a report on threatening inflation. He was honoured by King's College for his outstanding devotion to church affairs and to the welfare of his community. I would like to pay my tribute to him now, and I think all hon. members will feel it is well deserved.

I return now, Mr. Speaker, to the question of transportation. The paragraph in the throne speech dealing with this subject says:

Comprehensive proposals to reform public regulation of the railways, and to facilitate the adaptation of the railway system to present and future needs, will be submitted for your consideration.

I suggest that the phrase "to reform public regulation of the railways" needs to be enlarged and should read "public regulation of all types of transportation", because it is of other types of transportation that I wish to speak, and bring them to the attention of the house and the minister in particular. Transportation has always been very important in Canada. In 1867 and the few years before that the provinces of Nova Scotia and New Brunswick, by their consent to come into confederation, made confederation possible, but this decision was based on the assumption that an intercolonial railway would be built to connect those provinces to central Canada. Therefore they agreed to set aside local differences, as well as the material advantage of trading with the New England states.

The fathers of confederation set aside these differences because they had caught a vision of a united Canada. That vision has now become a reality, but to bring it about we have had a struggle with geography, and railways have played a very important part in it. The first struggle was to get the Intercolonial railway built to join the Atlantic provinces with central Canada. Then we undertook to build a railway from central Canada to Winnipeg, and the more stupendous task of building a railway across the Rocky mountains to connect British Columbia with Canada. When they were all connected we had almost 4,000 miles of continent joined together by rail.

It is possibly because of the fact that the MacPherson commission was appointed, that that commission has reported, and that the government is in receipt of its report that we have now this item in the throne speech I feel that the MacPherson commission should have been admonished to keep their hands off the Maritime Freight Rates Act and the Crowsnest pass rates. I say to the