

Mr. SHERMAN: I move that these rates be taken as read and have them printed in the proceedings.

Mr. CANTELON: I second the motion.

Motion agreed to.

Mr. COPELAND: Thank you very much.

A brief perusal of the above rates will indicate that Canadian Pacific no longer maintains a competitive position in many instances. It should be noted, too, that tourist fares are no longer offered by the CPR and that existing fares where sleeping car accommodation is included will be increased as of June 1, 1966.

In spite of the apparent effort to discourage passenger traffic to thereby justify the removal or discontinuance of passenger train operation, I am advised there still remains a considerable volume of traffic offering. In essence, there is nothing wrong with the potential of passenger train operation that progressive railway management policies would not correct.

The Canadian National Railways has termed itself, in one of its advertising slogans, as being, "The railway which likes passengers." While it has not been specifically stated as such, it is becoming increasingly evident that the Canadian Pacific has no great liking for passengers.

Other actions on the part of Canadian Pacific have also contributed to a decrease in the number of passengers handled. For example, station outlets are being close at an increasing rate and local contact with the general public is being eliminated. However, it should be noted that the elimination of services referred to herein has received the sanction of the Board of Transport Commissioners. Thus, one cannot but wonder whether or not the Board, as presently constituted, is properly safeguarding the welfare of Canadian citizens. Fortunately, the Government of Canada has full authority to correct the present unsatisfactory situation, and I trust that your Committee will make an appropriate recommendation in this regard.

I submit we are dealing with a soul-less corporate giant, one which evidences little or no genuine sympathy for the citizens of Canada. Having adopted such policies, they have shown themselves being particularly adept at the use of misleading misnomers. For example, the Canadian Pacific passenger rate structure is referred to as the "fare-saver plan", and the recent mass closure of stations in southern Alberta is referred to as the "expanded customer service plan".

Much evidence has been presented to your Committee with respect to the obligations of Canadian Pacific to the citizens of Canada as related to the vast financial and land grants made to them. The provision of adequate passenger train service is an integral part of a railway operation and we submit that an efficient service cannot be provided without the same.

The establishment of Canadian Pacific by the citizens of Canada created a goose which has laid many golden eggs, some of which have proven to be of a highly lucrative nature. Having accumulated a sufficient number of golden eggs, the CPR management appears to have determined that the time is right to dispose of the goose. We sincerely trust that the Government of Canada will not permit such a travesty of justice to be perpetrated upon the Canadian public.