

*The Address—Mr. Lachance*

Minister's invitation to assist in the preparation of the Canadian participation in that important conference.

Our new Liberal government, under the vigorous direction of its leader, also recognizes the importance of reducing our international accounts imbalance by stimulating capital formation and investment.

Our interest and dividend payments abroad have been constantly increasing since the end of the war and reached nearly \$1 billion in 1963. However, a severe warning should be given to the federal government, as well as to the provincial and municipal governments, to be careful in their spending, because this outflow of capital, being greater than the increase in value of goods produced, weakens national wealth, which is diverted from the private sector, the great promoter of economic growth and development.

We all know that excessive taxation discourages private enterprise, thus reducing opportunities for capital investment in Canadian undertakings.

There are other matters of particular interest to me, for instance the following item in the speech from the throne:

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.

At this point, I would like to call the attention of the house on that particular problem of road transport, and I believe that the province of Quebec is particularly interested in the matter, especially when it considers the recommendations of the MacPherson commission, which I believe to be contrary to the interests of private enterprise.

I shall now refer to a speech which Mr. Camille Archambault, assistant to the president of the Association du camionnage du Quebec Inc., made to the chamber of commerce of the Montreal district, on January 25, 1962, when he said:

The railway companies, especially the C.N.R., now want to take over the trucking business. Never in our history have we seen a government agency in the red attempt to destroy, more still, bent on destroying a private business, even a public utility undertaking such as trucking, by setting up piggyback services or by intruding into this field with the taxpayers' money. Under a sound transportation policy, the intrusion of railway companies in a competitive field is forbidden in most countries, including the United States, because it has the effect of reducing employment and of creating a transportation monopoly.

When we see a railway train carrying semi-trailers on flatcars, we only have to count these to know the number of unemployed resulting from his system of transportation.

Mr. Speaker, I feel the house should give serious consideration to that problem when new legislation concerning the C.N.R. is introduced here.

I am happy to see that the hon. member for St. Hyacinthe-Bagot (Mr. Ricard) is in the house. I heard him the other day when he spoke of the Liberal platform and of the promises and accomplishments of our party. Since he is a responsible man, I should think the hon. member not only attended the Conservative convention but took a serious part in it.

And if I refer to an article published under the heading "Bloc-Notes" in *Le Devoir* of February 10, 1964, signed by Jean-Paul Fournier, I find the following interesting remarks:

The feeble thinking of the Canadian Conservative party is proverbial. However, it used to be sporadically lessened by some sparks of genius. But today, the party is exhausted, devoid of inspiration.

Here is a party which has really declined, within a year, since it was the strongest government in the history of confederation and is now in the opposition.

Now, what is the result of that self-examination. Nothing, absolutely nothing. The party is more than ever similar to the former beaten and ineffective government.

Such are the remarks made about the Conservative party, and this brings me back to what the hon. member for St. Hyacinthe-Bagot said about the promises of the Liberal government.

Where the party seems to show some imagination in matters of defence, bilingualism in the civil service, it is soon realized that it is closely following the policy implemented by the Liberal government.

The minor reforms which the party recommends, when it recommends any, are so mild that one wonders why they were not implemented during the seven years it was in power.

Besides, nobody is less concerned with the planks of the Conservative policies than the Tory party itself... The party's high officials have other irons in the fire.

Mr. Speaker, the Conservatives no doubt can bring up the promises made by the Liberal party and often they may envy them, since they are being kept, as evidenced by the many legislative measures being proposed to the house at the present time.

Mr. Speaker, there are other points I would like to praise but, as I said a while ago, no doubt many of my colleagues have other problems to submit to the house. I will, therefore, end these short remarks by expressing my elation about the present government's intention to go ahead with its program of economic planning which will mobilize the full strength of the country to ensure the welfare of its citizens. And no doubt we will be glad to praise its blessings in the climate of understanding and harmony which will prevail when Canada's centennial celebrations come around in 1967.