

immediately to Committee of the Whole rather than a standing committee. Then after consideration by Committee of the Whole, the bill would be given third reading immediately thereafter so that it would go through all stages today before six o'clock. If my understanding of the arrangements are correct, I would ask the House for agreement to such an order.

**The Acting Speaker (Mr. Béchard):** Is it agreed?

**Some hon. Members:** Agreed.

**Mr. Arnold Peters (Timiskaming):** Mr. Speaker, I should like permission of the House to withdraw the amendment which I moved several days ago. I do so because of the arrangements that have been made in which the government has agreed to send the problem of the financing of the debt of Canadian National Railways committee for the explicit purpose of doing something about the debt. There will also be consideration of the Canadian National pension fund, a very contentious matter. For these reasons I am prepared to withdraw my motion. I would caution the government, however, that this refinancing occurs every year, and if there is not co-operation in order to get rid of the debt structure and to restructure Canadian National Railways along the lines of normal business procedure, it can count on this being a very serious problem at a later date. With the consent of the seconder, I therefore ask for unanimous consent, Mr. Speaker, to withdraw the amendment.

**The Acting Speaker (Mr. Béchard):** Does the House give unanimous consent to the hon. member to withdraw his amendment?

**Some hon. Members:** Agreed.

Amendment (Mr. Peters) withdrawn.

Motion agreed to, bill read the second time and the House went into committee thereon, Mr. Béchard in the chair.

On clause 2—*Definitions*.

**Mr. Knowles (Winnipeg North Centre):** Mr. Chairman, as the Minister without Portfolio indicated a moment ago, there is an understanding that in view of the motion made by the government House leader earlier today there is no reason why this bill cannot go through all its remaining stages before six o'clock, so I shall take only a minute or two. Earlier today I wanted to ask a question of the Minister of Transport but time ran out in

*Provision of Moneys to CNR and Air Canada* the oral question period. I see he is back, looking as comfortable as ever, so perhaps I may put my question to him now.

Although this is a finance bill, a good deal has been said during the debate about the cut-back on services proposed by Canadian National Railways. I wonder if the Minister of Transport would consider using his good offices to ask Canadian National Railways to desist from pressing its application to discontinue trains Nos. 5 and 6, the "Panorama", between Winnipeg and Vancouver. I am not now asking him to go to the Canadian Transport Commission to make representations but, after all, he is the minister who responds to this House for Canadian National Railways. There is a great deal of concern about this proposed action at Winnipeg, Saskatoon, Edmonton and Vancouver and all points in between by both the communities served and the employees of the railway. I wonder if the minister would be prepared to make that kind of personal representation to Canadian National Railways.

**Mr. Burton:** Mr. Chairman, before the minister replies I wonder if I could add a word to what has been said by the hon. member for Winnipeg North Centre and support the proposal that he has placed before the minister. It seems to me that serious consideration should be given to maintaining the "Panorama" train in operation, or trains 5 and 6 as they are known. Surely the level of business could be increased by ensuring that there is an adequate service to the local communities between Winnipeg, Saskatoon, Edmonton and onwards. During the winter months particularly, when it is more difficult to travel by road and alternate means of transport are not as good, this would be a very useful service and would also be of value to the railways.

**Mr. Jamieson:** Mr. Chairman, I did not of course anticipate that I would be getting questions in this form and thus have not been able to make any special preparation for reply. I can say, however, that the whole question of the application of the railways is one, as I am sure all hon. members will understand, that has occupied my attention over a considerable period of time and particularly since the announcement of the application.

With regard to the specific requests that have been made today, I fear that the same kind of representation might come from all hon. members whose constituencies will be affected in one way or another by the applications, whatever the decision of the