

nation, the railway transport committee stated the following:

—to protect the public fully in any case where there is doubt, the committee would incline towards declaring the service to be a passenger train service in order that the fullest investigation can be made.

I would suggest that they should have used plain language and said really what they are talking about in so far as passenger train service is concerned. Another factor I believe we should be concerned about is showing the concern of the Canadian Transport Commission about ground transportation problems. To appreciate the situation one has only to refer to the establishment of the Canadian Institute of Guided Ground Transport at Queen's University by the CNR, CPR and the CTC which will each contribute up to \$100,000 a year for five years.

One should welcome the establishment of such an institute. However, after reading the press release in the *Gazette* of May 6, 1969, wherein Robert A. Bandeen told the Canadian Transportation Research Forum that the CNR and CPR should get out of the passenger train business because it does not make any economic sense and, after finding out Mr. Bandeen is vice-president for CNR Corporate Planning and Finance and has been named chairman of the institute, is it any wonder our rail passenger transportation is headed for oblivion? The Canadian Transport Commission failed to appoint one of its own members but, rather, someone from the Department of Transport to this institute, at a time when results from specific research studies are incomplete. I could go on in detail in respect of work being carried on by the Canadian Institute of Guided Ground Transport at this time. This work has not been completed, and still the Canadian Transport Commission goes along with the theory that the abandonment of rail transportation is proper.

On May 8, 1969, Mr. MacMillan, president of the CNR, was before the Standing Committee on Transport and Communications. At that time I asked Mr. MacMillan this question:

Has your company ever considered or discussed with your competitors the setting up of a national passenger train policy, in order that the entire nation may be adequately served by passenger facilities without duplication?

Mr. MacMillan replied:

Yes, we have—and we have done more than that. We have under way at the moment—in collaboration with the research section of the CTC, in which the CPR are participating—a study in depth looking to the formulation of a rail passenger network of a character which will be adequate to meet the needs of Canada.

Mr. Speaker, if one looks at that statement and the elimination of passenger train service since that time, one realizes that the research work which is going on really means nothing to the Canadian Transport Commission. I have some recommendations which I believe should be considered seriously in the interest of the whole transportation policy of Canada. I say that this is in the interest of our nation because it affects a comprehensive, national transportation policy. I further suggest that the president of the Canadian Transport Commission should

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tender his resignation. As I mentioned earlier, I have already written to the Minister of Transport (Mr. Jamieson) in this regard.

I say that the Canadian Transport Commission should grant no further curtailment or abandonment until all research studies undertaken by the Research Division of the CTC or other departments of government into all guided ground transport studies and pollution control measures be completed and, further, that the commission should rescind its order to stop service on 400 miles of rail passenger service in southwestern Ontario. I also further say that the Canadian Transport Commission should give imaginative leadership in developing a transportation system in the interest of the user, the environment and the national economy. I say, too, that the personnel of the Canadian Transport Commission should not be determined by railroad influence or recommendations and a new approach should be adopted for filling CTC positions.

I also say that the railroads should be required to file annually with the CTC a public document showing what free trips were provided to individuals, organizations, the press, radio and TV, either on rail passenger, private rail car or subsidiary-owned airlines. Next I say that the CPR should be required to file an annual public statement showing what amounts CP rail has charged itself for rental of facilities owned by itself. Further, I say that the Canadian Transport Commission should immediately institute a comprehensive, professional, independent audit to assess railroad passenger cost estimates intelligently.

This suggestion probably answers some of the thinking of those who appeared before the commission. Then I say that the commission should immediately instruct the railroads to provide adequate and clean rolling stock for public convenience, and that the commission should cease and desist granting applications for abandonment on the balance-sheet alone, and take into consideration first and foremost convenience and service to the public of Canada. The attitude of "The public be damned" must come to an end. Last, I say that any loss in passenger train operation should be met by the resources of the railroads' other non-rail holdings and not from freight operations.

I am sincerely convinced that the non-rail holdings should offset any deficit in passenger train operations. It is not right that the users of freight services should have to worry about that particular deficit. Only through this method should the railways be obligated in meeting that deficit.

I realize, Mr. Speaker, as you have pointed out, that I am, and intend to be, critical of the president of the Canadian Transport Commission. I believe the president is convinced that the rail passenger train service is at an end in Canada. At the same time millions of dollars are being spent by other departments of government on the whole question of pollution and other controls, highway building and other things while the commission continues with these abandonments. I suggest this is a matter of concern to the nation as a whole and that Members of