

The Address—Mr. Howe

where they have been carrying on a transportation system a lot longer than we have in Canada. This article appears under the heading: "More comfortable and faster trains for the French railways" and there is a picture of a turbo train. It is one of the latest and is a very attractive, modern, efficient looking train which I imagine has one or two coaches similar to our railiners. It is certainly a lot more attractive and much more comfortable than the 25 year old trains our transportation system requires us to use. These trains are not comfortable; they are often dirty and certainly do not provide the best type of transportation or even an adequate transportation system in my area.

I appeal to the minister in this particular case because I feel that, irrespective of commissions, rules and laws, as in many other departments of government, the minister has the right to make whatever ruling he wishes. I say this because of a statement the minister made regarding changes in the role and structure of the federal transport portfolio. This appears at the bottom of page 4 and reads:

The Canadian Transport Commission will continue to perform its economic regulatory role independently, subject to Ministerial and governmental review as established in the National Transportation Act.

On the following page there is a paragraph which reads:

Canadian National Railways, Air Canada and Northern Transportation Company Limited, being outside the Public Service, will continue to exercise freedom in their personnel policies, but policy issues or public interest matters will require continuing close consultation with the Minister in the light of the Government's general policies.

I sincerely hope that the minister will give his earnest attention to this particular matter. The paragraph then continues:

Administrations and authorities, although largely made up of public servants, will be exposed to the normal forces of the commercial environment and will need a capability to be responsive and adaptive to changing conditions. A high degree of authority will therefore be delegated to the heads of Administrations and Authorities allowing them to make managerial decisions on many day to day matters but subject to Ministerial decision on all policy issues.

I do not see the minister in the House tonight, but I hope to see him one of these days to put this matter to him personally. I hope he will insist that a clearer picture is provided and that another look will be taken at the importance of maintaining this particular service in that part of the province of Ontario. This service is required for the future development and organization of that part of the province. If this service is taken away it will be a tremendous blow. I sincerely hope the minister will give this his earnest consideration before the thirtieth of this month, at which time this service is to be cancelled.

One other thing that worries me is that when actions of this kind are taken they are not taken for today or for tomorrow but forever. For this reason, I think the government should have another look at this decision by the Canadian Transport Commission. On other occasions

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when the commission has made decisions, the government has reversed those decisions after further consideration.

An hon. Member: They didn't in Newfoundland.

Mr. Howe: No, they did not do that in Newfoundland but we hope that is not the pattern to be followed. We hope the minister will look into this question seriously and insist that the railways continue to give the passenger service so badly needed in that area.

Another thing of particular importance to my riding is the discussions taking place and the studies being made regarding the development and construction of a new airport in the area of Dufferin County, particularly in that part encompassed by Amaranth township. I feel this is a good site. I feel that a decision should be taken in this regard very shortly. The hon. member for Spadina (Mr. Ryan), in his speech the other day, mentioned the fact that the present airport facilities at Toronto are inadequate. The traffic is very heavy and the highway facilities in and out are inadequate. A decision should be made in this regard very soon and I sincerely hope that attention will be paid to this particular area because it would be a good site for an airport of this magnitude.

An airport of the type anticipated will cost a great deal of money and should be designed to be useful for many years to come. In the area to which I have referred there is sufficient land at reasonable cost. The area is not that far away from the large centres in southern Ontario. It can be conveniently reached, perhaps by some of these turbo trains, monorails or special highways. The area is not highly developed and the noise or pollution resulting from the operations of an airport there would not create a great deal of trouble. I hope the Minister of Transport will give serious consideration to the suggestions I have made tonight.

It is my hope that the Minister of Public Works will have another look at the Elora post office before making a final decision to tear it down.

[Translation]

Mr. Robert P. Kaplan (Don Valley): Mr. Speaker, I was very interested in the speeches made by my colleagues the hon. members for Bourassa and Assiniboia (Mr. Trudel and Mr. Douglas). I must say that I felt proud listening to them. I am sure their constituents are proud of them too. I congratulate them.

[English]

I want to focus my remarks tonight, Mr. Speaker, on the references contained in the Speech from the Throne to the recognition of a federal responsibility in the area of urban life in Canada. It is proposed that there be established a Minister for Urban Affairs and Housing. The same proposal has been expressed before and has generated a lot of excitement in this House and across the country.

A number of factors have been dealt with by hon. members who have spoken on this subject in the House.