

is favourable to them. I say that in a situation such as this which has nation-wide ramifications a lot more consideration should be given to it.

The MacPherson report mentioned the historic and traditional obligation in respect of the provision of passenger services in certain areas. As reported in the *Palmerston Observer*, a local councillor stated that the Canadian National Railways owes \$100 million worth of services to the people in that area. The background to this statement is that in 1879, when this railroad was put into these areas, the people in the different communities provided a total of \$400,000 to assist the railways in building through the area. In addition, the railway received assistance in the form of property grants and taxation reduction. This situation continued for years. They had the benefit of this money over a long period. When one thinks of the value of \$400,000 away back in 1879, it would seem that this councillor was quite right when he computed that over a period of 90 years at 6 per cent the amount of money involved would be \$100 million. So, as I say, I believe there is a traditional obligation. The people in many areas of Canada are concerned about these railway lines.

• (4:40 p.m.)

Oh, yes, Mr. Speaker; sometimes they say, "Why worry about the passenger service? Who uses it anyway?" But I say that in a great many areas the passenger service has been downgraded to the extent that nobody wants to use it. Certainly, a few years ago the Canadian Pacific Railway introduced its dome cars and made a great noise about its service across Canada. It attracted passengers to its service. The Canadian National, by introducing its red, white and blue fares, did a tremendous amount to attract passengers, and it gave service. I think that the traditional attitude of the railways can best be summed up if I read an article that appeared in the *Ottawa Citizen* of November 12, just three days after the original notice I hold in my hand, which came out on November 9. The *Ottawa Citizen* article is entitled, "Rail Service? The Best Way is To Go By Bus." I quote from the article as follows:

So the CPR and CNR would like to cut their passenger service.

Have they not been doing that for the past 10 years?

Take the Ottawa-Montreal local trains. CN used to run a Friday evening train at 5 p.m. to Montreal; also Sunday evening from Montreal, arriving in Ottawa at 9.30.

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Great service—trains crowded, standing room only.

CN policy—move the train time to 4 p.m. Friday, workers cannot make it.

Sunday evening have train arrive in Ottawa at 11.30 p.m. Bus service poor after 12 midnight, so more and more turn to car pools. Score for CNR.

This was only the beginning. Since then local service between these two points has deteriorated so much as to be almost nil. Score again for the CNR.

So, Mr. Speaker, when the railways say they are losing more and more money year after year, whose fault is it? It is not the fault of the Canadian people, but the fault of the railways themselves.

One question I asked of both representatives there was how much research the railways had done in connection with a passenger train service that would be suitable on branch lines in areas such as I live, western Ontario, where a great proliferation of branch lines remain unused most of the time. I asked whether they had looked into the possibility of providing buses to operate on the rails, and trucks which would run on rails. Thus trucks would be taken off our highways, and highway traffic would be reduced. The buses would reduce the number of passenger cars going into our urban areas, and the result would be a reduction in pollution.

The Canadian National representative said, "Oh well, we tried that a few years ago; we had some operation like that in Quebec but it didn't amount to much." So, when I came back to Ottawa I thought I would get in touch with some of the people who are interested in building buses. I called the appropriate General Motors division in London and learned they had been doing considerable research in this field. In fact, they had come up with a unit that could travel both on the road and rails. They called it a Hy-Rail bus, or heavy duty, high-rail equipment. This system is being studied in the United States, and to prove my point I have in my possession many editorials and discussions on the subject. For instance, the *Wall Street Journal* of Monday, October 2, 1967 carries this headline, "Hy-Rail Buses Studied by Philadelphia Concern". The *St. Paul Dispatch* of Wednesday, December 6, 1967 carries this headline, "Rail-Bus Test Successful Here". Another headline says, "New Dade Bus Whistles, Clicks and Beeps". Still another says, "Rapid Transit For Us?"

There is a whole series of headlines proclaiming this type of bus, and yet Canadian National officials, when asked if there had