

bill. I was impressed by the comments made by several members, particularly the hon. member for Thunder Bay (Mr. Penner) who last evening made a plea on behalf of his constituency and talked about the people who want to protect their towns.

As we all know, Bill C-7 is supposed to provide funds for the financing of the CNR and Air Canada. Possibly it is because of my inexperience, but as a new member I wonder why such a bill is necessary. I am doubtful that it should be necessary for the CNR and Air Canada to come to the House of Commons with a bill requesting money that has already been spent. The reason for this is beyond me, but I will tag along with this procedure for another couple of years.

As members of parliament representing Canadians I think we must clamp down very seriously on the activities of the various modes of transportation. It certainly is high time we took a close look at the policies in respect of railways and transportation in general. There is no doubt that in certain parts of Canada, particularly in the east and in the west, transportation is vital and must be improved. It is difficult for me to believe that the only solution the railway companies can come up with is abandonment of service or restriction of service. The other day in a French newspaper I read how Japan had introduced rapid transportation services. I read also that France was introducing a new service to provide fast and efficient transportation for the public. In a growing country like Canada, apparently the only solution we have is abandonment of the whole passenger service because it does not pay. This is the reason I am very reluctant to give approval to this bill, although I imagine I will have to do so.

Every day we read in the press that more and more people are becoming afraid to drive on the highways. The number of fatalities on the highway is increasing. The figures are even greater than the casualty figures of the armed forces. I am convinced that if a proper service were provided the people definitely would use it. The trend today is for people to commute from the city to the fringe areas. They travel back and forth every day, some for short distances and some for longer distances. Some people travel on the week-ends while others do so on a day to day basis. In many instances, the railways do not provide any adequate service for the people. The trend today for people to work in the cities is

*Provision of Moneys to CNR and Air Canada* fine, because this is the only place they can find work; but they live outside the cities. These people do not wish to spend an hour travelling back and forth a couple of miles a day in their cars. Surely, we should be able to devise a much better and modern way of transportation. Of course, it is necessary that the schedules be such that they are suitable for the commuters. It is not good enough to have a train which departs at two o'clock in the afternoon and expect that train to accommodate the working class. This is what is happening in some areas.

In Nova Scotia, for example, a train which travels from Halifax to Yarmouth leaves some time around noon. How can it be expected that the people will use this type of service? I am convinced that the Canadian people would patronize a good system. I believe the railways must come up with something new and that the Canadian Transport Commission must exercise its responsibilities in this regard. The Minister of Transport and members of this House, I suggest, also have a responsibility to see that a good, modern, efficient service is provided. We live in the year 1969. Men are going to the moon. Certainly modern technology could provide the means for a fast efficient service.

I might mention the ferry system operated by the Canadian National Railways and by the Canadian Pacific Railway between provinces like Nova Scotia and New Brunswick and Prince Edward Island, and even between Nova Scotia and the state of Maine. Will these be cancelled also? This question is of concern to the people in my area. As we move into the 70's it is not good enough to accept the present railway system of transportation or the standards under which it is being operated. I am convinced that a proper handling of the railway company's finances and of the service would eradicate the deficits and make a system much more attractive to the public.

• (4:40 p.m.)

I read with interest the speech of the hon. member for Madawaska-Victoria (Mr. Corbin) concerning the Ocean Limited. Several members, not only members of the opposition but members on both sides of the House, made such pleas on behalf of their constituents. They spoke about saving their little towns which depend on railway service the railway companies propose to abandon. We hear talk about saving little towns in Canada, a country