

Provision of Moneys to CNR and Air Canada

wheelhouse is going to be removed. What it means is that the old dowager of all ferries is not going to find its proper place as a great museum of navigation or transportation. It will have its wheelhouse hauled out, and then it will fall to the actioneer's block and the junkman's hammer. The history of transportation across the Northumberland Strait has been one of much suffering, much hardship and a lot of romance. So far as the little province of Prince Edward Island is concerned, it has been the history of the warp and woof of our relations with Canada.

In the first place, I wonder why the CNR is selling this ship, and not Crown Assets. We were always told that the CNR was only the manager and not the owner of these boats. I wonder why, in an age in which we can be so profligate with so many millions of dollars, we do not have the imagination or cannot find the few dollars to turn this ship into a museum of transportation. We could have in it some of the old ice boats, actual or replica, in which people were hauled across by strong men. If you helped with the haul you got over for a dollar, and if you were luxurious enough to sit, you paid \$3. It brought struggle, and sometimes tragedy, and a determination to make contact with the outer world. We would have, too, a remembrance of Borden, after whom the town of Borden was so appropriately named. In fact, as well as the museum of transportation it could be a museum of promises fulfilled.

I do not know why the Museum of Science and Technology cannot be satellized. I am sorry that the Postmaster General (Mr. Kierans) is not here to hear me use that word. There is no reason why the whole structure has to be under one roof. It would be a fine thing to have that boat preserved for posterity so that future generations might know something about the struggles of those who preceded them. This remarkable boat is one with which many people are concerned, and I appeal for a reconsideration so that we might do something which would memorialize not only a saga of the sea but the statesmanship of a great man. I cannot believe that this country cannot do a little better than drag a dislocated wheelhouse to Ottawa to memorialize a whole story of struggle, of ingenuity and of suffering.

I finally refer to a railway line, not in Prince Edward Island, but a unique railway line. I am sure it is unlike any other on the continent, or perhaps in the world. I refer to one of the newest railway lines that has been

[Mr. Macquarrie.]

built and that has never been used. We talk about the declining rails and of the end of the iron horse, but in recent years we had constructed in New Brunswick 4.98 miles of railway line heading from Bayfield down to the open sea in the Northumberland Strait, and it is still heading for the open sea, because in those days solemn commitments were being made that a crossing was to be built and that the crossing was to have railway lines.

If those rails could see, they could turn a bit to the east and see millions of dollars worth of approaches for the highway, and they could look across the nine miles of the Northumberland Strait and see there more millions of dollars worth of approaches coming from Prince Edward Island. But alas, the approaches never approach any closer than nine miles one to the other, and so we have another museum of unfulfilled promises and millions of dollars spent on a project which was callously abandoned. So perhaps the government or the CNR might build over in New Brunswick a museum of unfulfilled promises and some of these rails might be put in the largest room. Some might be sent to the Solicitor General (Mr. McIlraith) and some to the Minister of Public Works (Mr. Laing), remembering their part in this construction, or non-construction, and to add a little variety the walls could be lined with the 10,000 scholarships that were never awarded.

With this regrettable, foolish performance of building nearly five miles of railway lines, and now taking them up, is it not difficult to say to people that government and Parliament are really credible institutions? How can you cast aside the arguments of the cynic when such things as this go on?

Mr. Randolph Harding (Kootenay West):
Mr. Speaker, I am happy to have an opportunity to say a few words on Bill C-7 which has been referred to as the CNR railway bill. The motion moved and passed earlier to refer the financing of the CNR and the pension problems of CNR employees to a committee has cut a great deal from the remarks that I had intended to make this afternoon. I feel the move will be a good one, Mr. Speaker. The committee will be able to call witnesses and I presume make a more detailed study of this aspect of Canadian National Railways financing than we might be able to do in a short speech in this House.

• (4:30 p.m.)

Every year a similar bill is presented to the House of Commons. The amount of money