

am reluctant to use the term, but it was railroaded through; there is no doubt about that. I make the proposition to this House that we call the whole thing off; that the service in Newfoundland be restored; that we start all over again and consider—

Some hon. Members: Hear, hear.

Mr. Peddle: Let us see that this situation is given the concern and consideration that has been shown in the House over the past few days, and indeed in the past week. This concern was not evident last year, when it might have completely changed the picture. If the government is going to capitulate because of political expediency, then we want to be in on it and have the rail passenger service in Newfoundland restored. Take the super buses, the minibuses and the "blunderbuses" that we have there now, and put them where they will serve the people of Newfoundland.

Let us have a service for the town of Buchans, which is 60 miles from the nearest railway; let them service Springdale, Green Bay, Baie Verte and all the communities along the northwest coast of Newfoundland in the riding of my colleague from Humber-St. George's-St. Barbe (Mr. Marshall), from Rod-dickton-Englee and on to St. Anthony and other areas. Hon. members do not know where those places are, but one area in Newfoundland is 400 miles from the nearest bus stop. How would hon. members like to get up in the morning and walk 400 miles to the bus stop?

The railroads couldn't care less. They still think they are running the train and so the highway parallels the rail line. They do not care that people have to travel hundreds of miles to get to the highway; and once there they might have to stand and wait for an unannounced bus—unlike the one that comes from Gander which is over-announced.

If this House is really concerned about passenger rail service, it should give unanimous consent to having it restored in Newfoundland and turn the buses loose. Let us give the people of Newfoundland a little confederation for a change and stop paying only lip service, telling them how lucky they are to be Canadians. Let us show them how lucky they are. It is unfortunate that some concern was not shown a year ago. There was some considerable support from our colleagues on this side, but on the other side of the House they thought we were trying to provide cheap amusement.

Provision of Moneys to CNR and Air Canada

During the past few days in this House some hon. members have expressed the opinion that since rail passenger service is a public service, perhaps it should not pay. If this government is allowed to have its way, in another year or so we will have to pay a toll on every bridge. The attitude will be: Give it a year's trial and if the income does not pay the cost of the bridge, tear it down. Let the people ford across as they used to in St. Christopher's time. If a road does not pay, get it out of there.

If we want to be reasonable, just and sensible, a railroad service has to be considered in the same light. It is being considered in this manner now, but a year ago it was not. The railways are now talking about the removal of bits and pieces. Last year we had a test case in our province; I am sure it was a test case. I am sure the CNR said, "Let us do this and watch the reaction." When they saw the reaction of this House, they decided they would go whole-hog. They thought that we in Parliament did not care. The same thing is happening with the post offices—if they do not pay, take them away.

An hon. Member: It is happening to Parliament, too.

Mr. Peddle: It is a foregone conclusion, Mr. Speaker, because we know what is happening in Parliament. I know I am wasting my time and by that remark I am inviting hon. members to say, "Sit down and shut up", but a man has to keep trying.

Some hon. Members: Hear, hear.

Mr. Peddle: When one comes to an assembly like this and realizes that what one says is taken as a joke and that nobody is really serious, I begin to wonder what it is all about. I believe I am here to enunciate as best I can the problems of the people who sent me to Ottawa. Generally, members of Parliament do not become excited, but the hon. member for Madawaska-Victoria was angered this year. He is outraged because the abandonment plan has hit northern New Brunswick. When questioning one of the witnesses last year he asked him to look at the map of Newfoundland, pointing out that there were hospitals 75 or 100 miles apart all along the railway line. He wanted to know if a good ambulance service would not be sufficient for the population in this area. Mr. Speaker, this is the same man who is now angered that the CNR would dare to think of removing a rail service from his town in New Brunswick.