

Relocation of Railway Lines

the railways to run the nation, instead of the government running the nation and the railways?

It would seem to me that when money is paid by subsidy for the purpose of moving grain, or for building cars, or for lumber shipments, or for movement of other commodities, or for moving tracks out of the cities and large centres of Canada, the railways should be forced to sign an agreement and to live up to the terms and conditions of their agreement. Then the taxpayers' money is used for the purpose for which it was paid.

I feel sorry for the Minister of Transport, who had to admit—for he is honest—that this government did not have a transportation policy. My indictment is not against him or the government for not having a transportation policy; my indictment is against the railroads that have been able to run slipshod over governments for a number of years, and will continue to do so until this government and this parliament gets tough with them.

An hon. Member: Take them over.

Mr. Woolliams: My hon. friend says "Take them over". If I thought that was the solution, Mr. Chairman, I would speak in favour of it. If I thought socializing the railroads would solve the problem, I would support it. But I find that the procrastination and negligence of the CNR is as great, if not greater, than that of the CPR. In fact, if you ride on the passenger trains of the CNR or the CPR you will find that you get service. I might even mention Air Canada and CP Air. At least CP Air has not got the monopolistic routes Air Canada has. I have tried both lines from here to Calgary so I know who gives the service.

An hon. Member: Nationalize Eldon Woolliams!

Mr. Woolliams: The hon. member says "nationalize Eldon Woolliams." I am going to digress for a moment, Mr. Chairman. I hold no brief for Imperial Oil Company, but when the NDP talk about profits they should think about the minister of this government who bought heating oil for \$50 million, which is one-quarter of Imperial's profits. Yet nobody complained about that. However, when free enterprise makes a dollar, there is a great deal of complaint about it. I am not going to be sidetracked by that, Mr. Chairman.

Although this is a very short bill, Mr. Chairman, I think it is probably one of the most important to come before the House. In such major centres as Toronto, Winnipeg, Calgary and Edmonton the railways own some of the choicest land, because the lines were built before the cities were. If we can get the railways to make changes and relocate in areas outside the cities, as has been done in Ottawa, then, when land is taken over for development within the city, whether by the federal, provincial or municipal government, I think a certain amount of that land should be set aside for parks.

I can only speak about the city of Calgary, which has developed very quickly during the last ten or 15 years. The streets are narrow and very little land has been left for parks. A large acreage of railway track goes through the city and an attempt was made by Senator Hays to have it moved so that the land could be used for other develop-

[Mr. Woolliams.]

ment. It is not for me to say what happened at the city level as I was not a member of council and had nothing to do with it. The idea was good but it was killed, and the tracks are still there in the middle of Calgary.

Mr. Lang: Saskatoon did it.

Mr. Woolliams: The Minister of Justice says that Saskatoon did it, and I want to congratulate Saskatoon. The minister probably knows that is my home city. They have done an excellent job, and I do not know if the minister had anything to do with it or not. Anyway I congratulate him, although I do not think he was mayor at that time. Nevertheless Saskatoon has done a good job. I hope other cities including Winnipeg and Calgary can follow suit.

● (2040)

I see the chairman is getting itchy and feels I have used up my 20 minutes, so I will sit down. In committee of the whole I like to hear what others have to say. I will present some other ideas later this evening when the relevant clauses are called.

Mr. Barnett: Mr. Chairman, I rise, not to make general remarks, but to ask specific questions about clause 2. I was not in the House when the minister spoke on second reading and possibly he may have touched on the matter I am about to allude to. The definition section of the bill says that "urban area" means "an area and areas adjacent thereto that are classified by Statistics Canada in its most recent census . . ." It would help us to understand the bill better if the definition were presented in less technical terms, as not every citizen of Canada reads the publications of Statistics Canada and knows exactly what that organization means by "urban area".

Mr. Basford: Mr. Chairman, the hon. member for Scarborough West touched on this point earlier and there is on record what is meant by this definition in the act. For the benefit of the hon. member, Statistics Canada has defined an urban area to include, "(1) incorporated cities, towns and villages with a population of 1,000 or over." I suggest that the bill will therefore apply to any legal entity incorporated as such town or village. Then the second definition is: "(2) unincorporated places of 1,000 or over, having a population density of at least 1,000 per square mile; (3) the urbanized fringe of (1) and (2) . . ." That would include places with a density of population of at least 1,000 per square mile. As far as I can determine, this definition will encompass all inhabited areas of this country where it is appropriate that this bill should apply. We have calculated that within the Canadian Transport Commission's jurisdiction there are 672 such urban areas. Obviously, an urban area may include many municipalities, as there are many more than 672 municipalities in Canada.

After examining various definitions of urban area, we settled on that definition, being satisfied that it applies to those areas of habitation supplied with railway facilities, areas to which the procedures set out in the bill and the regulations can apply.

Mr. Barnett: Mr. Chairman, another question occurs to me. According to the minister, Statistics Canada defines