

No. 334

JOURNALS

OF THE

HOUSE OF COMMONS

OF CANADA

OTTAWA, MONDAY, JULY 5, 1976

2.00 o'clock p.m.

PRAYERS

Pursuant to Standing Order 39(4), the following Question was made an Order of the House for a Return:

No. 5,252—*Mr. Jones*

1. Did the Department of Transport indicate in 1974 that an expansion or revision to Canada's rail passenger network would be made and, if so, what steps have been taken in this regard?

2. Have steps been taken to urge railway companies to improve and revive the vital role of trains in a balanced integrated transportation network and, if so, what are they?

3. Does the government and the provincial governments, either directly or indirectly, contribute to building and maintaining railway rights-of-way, terminals, railway buildings and structures, rolling stock and other services and, if so, in each case (a) in what amounts (b) what are the details for the years 1965 to 1975?

4. Does the government and the provincial governments, either directly or indirectly, pay for building and maintaining airports, meteorological and navigational services, roads, bridges, dock construction, snow clearing, harbour dredging, etc. in order to provide services for air carriers, bus companies and shipping firms and, if so, in each case, in what amounts?

5. Has any study been made to show the tremendous advantage of train and railway transportation over other modes of transportation in land and land use, energy and energy conservation, pollution, capacity, comfort, safety, etc.?

6. Has any study and consideration been given of adopting, in Canada, the inter-modal concept of transportation that has been accepted in Europe and the United States whereby high speed inter-city trains are given an important role in a balanced transportation system?

7. Does the Department of Transport adopt in its purported transportation policy a view that rationalizes an obvious anti-rail bias and, if so, for what reason?

8. What procedures and methods has the Department of Transport employed to encourage the use of mass transportation or mass transit?

9. Has consideration and study been given to subsidization by the government to promote more mass transportation systems in order to give economical and logical answers to energy conservation, the reduction of pollution, free choked city streets, the reduction of parking problems and the protection of the general health and economy of citizens?—Sessional Paper No. 301-2/5,252.