

Provision of Moneys to CNR and Air Canada know most hon. members heard enough about it last year. However, I feel it is important to raise a few of the skeletons which resulted from of the discontinuance of this service, and to emphasize the objection of Newfoundland members to the use of our province as a scapegoat in a plan to reduce passenger service all across Canada. I feel that we can now say with authority, we told you so.

Some hon. Members: Hear, hear.

Mr. Marshall: I was happy to read in *Hansard* that the hon. member for Madawaska-Victoria (Mr. Corbin), who represents some 60,000 citizens in his riding, has taken issue with the CNR for requesting large sums of money under this act and yet continuing to downgrade services in his part of the country. If the hon. member is asked to approve the bill, he wants a reasonable service for his district in return. I admire the hon. member taking issue with his own party and assure him of my support. Even though we in Newfoundland are treated like second-class citizens, there is no reason why we should not object to this discriminatory action against the people in parts of New Brunswick and, indeed, in all of Canada.

I will now refer to the new Canadian Transport Commission rules for passenger services as reported by David Crane in the *Globe and Mail* dated September 23:

—when the Canadian Transport Commission paved the way for rationalization and reduction of passenger rail service in Canada by specifying minimum service frequency and the services that qualify as passenger services—

Under this CTC order passed September 22, just three months after the discontinuance of Newfoundland's passenger service, the regulatory body has the authority to require the continuance of passenger service it deems essential in the public interest. The Canadian Transport Commission may now order the railways to continue uneconomical service, but once it has designated the services that must continue, it will be able to provide a subsidy covering 80 per cent of the loss.

In plain and simple words, Mr. Speaker, if any railway applied to the CTC for discontinuance of service, it could be ordered to maintain the service, but to reduce the frequency of that service. If that railway continued to lose money and applied again for discontinuance, an 80 per cent subsidy could be granted after October 1. What I would like

[Mr. Marshall.]

to know, Mr. Speaker, is whether this CTC order was prepared suddenly, desperately and on the spur of the moment. Am I supposed to believe that the President of the CNR was not aware of this order prior to July 1? Can anyone here tell me that the Minister of Transport (Mr. Jamieson) was not aware of this CTC order prior to July 1? Can anyone tell me that the Chairman of the Canadian Transport Commission, the Jesse James of the Transport Commission, did not know it when he kept shrugging and bouncing while giving evasive and camouflaged answers during his appearance before the transport committee last year?

We hear quite a bit about pollution these days, Mr. Speaker, but we should also be considering the possibility of collusion. Let us take a look at and analyse for a moment the alternative bus service that the experts put into effect in Newfoundland and which they are proclaiming has increased passenger traffic, along with their new Rapido service. But they have forgotten a few facts along the way which were not taken into consideration.

First, they proclaimed from the housetops that all CNR employees who were involved in the train service would be absorbed in other jobs at no loss of income. Yet I have many examples of railwaymen with 15, 20 and 25 years of service who have been reduced to a lower classification and whose salaries have been drastically reduced. Is this the fair treatment they proclaimed? They shouted about the superservice they would give the people of Newfoundland with this new bus service.

I can quote from many letters which I received, Mr. Speaker. An example of the new bus service involves the case of a man, a woman and a baby who got on the bus. At a station along the way the man got off the bus to get the baby some milk. When he got back on the bus there was no seat for him, so he had to stand for the remainder of the trip, a hundred miles. This is the type of service that is being offered.

Another example involves a group of 15 school girls who were on a bus and had to get off along the way because other people had reservations so there were no seats for them. Another couple who had to get to a particular place because of an emergency had to travel 40 miles by taxi behind the bus before somebody got off and there were seats available for them. What about the stretcher cases that have to travel right across Newfoundland? Where do they go?