

Canadian National Railways

the attitude was: These are the natives; use them as guinea pigs.

I do not need to read the very first item of the terms of union, and I do not think Newfoundland wants to be considered as a foreign country that is asking for foreign aid. But I would remind hon. members of this house that we are part of Canada; we became part of Canada in 1949 and we are to be considered as a province of Canada.

What is the proposal of this benevolent transport commission? They say there was a deficit of \$918,000. I say that the figures they submitted to support their case were definitely padded.

There is one train in Newfoundland to which one passenger car is coupled. They hook on one car at the end of a long freight train. The railway, in the expenses set out in this financial report, even includes a proportion of the fuel used to pull that one, solitary car. They did not bring into the picture any part of the money they made on the 99 freight cars that went ahead of it but proportioned the expenses in connection with fuel used on that twice a week service. It is very easy to make any line in Canada a candidate for abandonment if you use supporting figures such as were used in this case.

In the report of the railway commission which sat in St. John's they say that one of the reasons they are discontinuing our passenger service is that the gauge is so narrow. The gauge is no narrower than it was in 1949. The commission also says there are curves, grades and so on in the line. There is not one single curve or grade that was not there in 1949, and the gauge is the same.

When we started to make a fuss about this matter, and only then, we were told the intention was to provide a fleet of 16 buses. Since we began to be heard on this matter we have been told the railway will provide, in addition, four super buses. We stopped reading comic books years ago. We do not care about super buses. This is almost like an advertisement for soap or a super detergent. They will provide Newfoundland with 16 buses and four super buses. I call this to the attention of the committee. God knows, we in Newfoundland should thank everybody for our blessings. Each bus will seat 39 passengers, will be air conditioned and equipped with a lavatory.

Some hon. Members: Hear, hear.

Mr. Peddle: I hope the air conditioning is working some stormy morning next February

[Mr. Peddle.]

when the bus starts to slide across Crooked Bog. Hon. members might not know what Crooked Bog is or where it is, but I hope the air conditioning is working. As somebody suggested this morning, I hope the general manager of the C.N.R. is on the bus at that time. Then it is said that the buses will be equipped with lavatories. Big deal! Perhaps they should not have spent the money because we have a very wooded country and the bus should just slow down.

Some hon. Members: Oh, oh.

Mr. Peddle: This is very magnanimous of the railway; it is wonderful. They have told us this in the newspapers and every news medium that I have read or heard. They will provide these buses with reclining seats, air conditioning and a lavatory. Thanks be to God, to Jack Pickersgill, Canadian National Railways and this government which promised us a just society. What do they offer the people of Canada? This is what they offer a part of Canada that needs aid. What do they offer to the rest of Canada? I have here some of the very colourful brochures put out by the railway. I think the committee would be interested to hear what these brochures say. In one brochure it states:

The case for CN "traveliving"! It's the most relaxing, most enjoyable and most rewarding way to travel. Comfort and pleasure all the way. Tempting meals. Tip-top service. On longer distance trains, hospitality hours, kiddies' hours, even bingo!

Scenic...sophisticated...satisfying. CN "traveliving"—the only way to go.

This is all for Canadians, but for Newfoundlanders we have 39 passenger buses with air conditioning, which we do not need, and lavatories, which we probably will not need. That is not all.

Some hon. Members: Explain.

• (2:50 p.m.)

Mr. Peddle: That is not all, Mr. Chairman. We have two kinds of Canadians; Newfoundland-Canadians and Canadians. Here is a little booklet which was so kindly provided to me by the C.N.R. and it covers the train section by section. It states:

Deep spring seats by day, lower and upper berths with foam mattresses by night. Dormette accommodation is very similar.

That is very interesting. Then it states:

Roomette: Lots of room for one; foldaway bed and all facilities.

Then they have it in French, and while I am taking French now I will not risk reading