

## Supply—Transport

This is a lot of money and I submit that consideration should be given as to whether these financial resources could not be channelled into some other means of attacking the problem. That is what I want to discuss. It is also a matter of immediate action being taken. The building of arterial roads, bridges and highways takes time. The technical problems involved are tremendous. The problem of obtaining a right-of-way, purchasing land for the project, represents almost insuperable difficulty.

But there are rights-of-way already in existence and it is these I want to discuss. It may be that the solution lies right on our doorstep. What I have in mind would require the co-operation of Canadian National Railways, the Canadian Pacific Railway Company, the metropolitan corporation, and the provincial and federal governments. There is in existence already a controlled access, protected, no speed limit right-of-way. I refer to the series of railway lines emanating from a central point in metropolitan Toronto and radiating out in all directions to cover the suburban areas. My question is: How can these be used to help solve the commuter problem?

I think it was *Maclean's* magazine which contained an article stating that Toronto is now the fastest growing municipality in the world. That statement may be a little ambitious, but it was stated as a fact. I know for certain that the riding of York-Scarborough is the fastest growing part of metropolitan Toronto. An hon. member, I think the hon. member for York West, suggests that it is the second fastest growing area in metropolitan Toronto. I do not know what he considers to be the fastest growing area, and perhaps he can enlighten me.

I want to refer particularly to one railway line which runs through my riding and to indicate how the areas along that line will be affected. You can start at the union station and, heading easterly and northerly, pass through the town of Leaside, a very thriving section of the city and a part of my riding, go on through Don Mills, Scarborough Junction and up through Agincourt, Milliken, Unionville, Markham, and out to the township of Pickering on the east side. You can go north through Leaside to Thornhill, Richmond Hill, Oriole and the places to the north. There are very many lines going similarly to the municipalities in the west, in the northwest and in the north. It is incredible the number of separate areas that can be so served by these lines.

There are, of course, technical problems involved in providing these commuter services. One suggestion I have seen was made

by a person called Mr. Taylor who wrote to the newspaper called the *Agincourt News*. There have been many articles of this nature published in all the Toronto newspapers. His suggestion is that we use something called a rail diesel car. This is a car that holds 85 people. He says it costs 80 cents a mile to operate and has an availability rating of 95 per cent. He says the cars are suitable because they can be operated with one engineer and a conductor and they require no turn-around facilities, that is, they may be operated from either end. This is similar to the rolling stock used in our subways. The whole idea is similar to that of a subway on the surface. The cars will move very quickly, the railway crossings can be thoroughly protected, and an extremely fast and efficient service can be obtained with this type of equipment. The schedules, of course, would have to be integrated with existing services. The present services would have to be adjusted. Perhaps in the beginning it would be necessary only to adjust the existing services and have some new rolling stock, and then additional services could be added as required.

Mr. F. D. Tolchard, who was for many years general manager of the Toronto board of trade, estimated that such a commuter system could carry daily 700,000 people in metropolitan Toronto. That would, of course, be an extremely worth-while objective from the point of view of transporting these people.

Of course, the problem is: who is going to bear the cost? There seems to be something inherently unprofitable about commuter services. Apparently the equipment required is always too costly to make the services pay at any sort of reasonable rate to the public. Apparently people have not, until now, been able to pay sufficiently high rates to underwrite the costs of these commuter systems.

I understand that the attitude of the Canadian National Railways, as represented by Mr. Donald Gordon, on this particular project in metropolitan Toronto is that they are willing to discuss such a plan provided that the cost will be subsidized by the metropolitan corporation and provided, further, that if schedules are commenced and it is then found that the service is not needed, the C.N.R. will be allowed to terminate the particular service concerned. As I say, I understand that is the present attitude of the C.N.R. I do not know what the attitude of the metropolitan corporation is. Whether or not they are prepared to enter into a cost sharing or a cost underwriting arrangement or whether or not they are prepared to subsidize such a service, is hard for me to say.

How could the cost be shared? It seems to me that there are many ways in which the