

*CNR and Air Canada*

ing facilities for passengers in any segment of the service, including waiting rooms and facilities normally considered necessary to meet the needs of the travelling public.

There is obviously something wrong with the present accounting system, and this should be looked at closely because there are areas in Canada where railways are still the best system of moving people around. In many parts of Canada it is almost impossible to fly at certain periods because of bad weather conditions. This is true of the maritimes. It is true of northern Ontario. It has been true, this year, of British Columbia. Yet, the alternative travel facilities provided are not sufficient to meet the demand. This is the case in northern Ontario. One of the basic requirements of regional development is a suitable transportation system to meet all the needs of the community. We do not enjoy the benefits of such a system. I suggest that when the CNR appears before the Transport Commission with an application to abandon the line between Toronto and North Bay on the grounds that it is not profitable to carry passengers, the company should be obliged to offer the route, especially the portions of the line which have been twinned, to the Ontario Northland Railway so as to give the people of northern Ontario an opportunity to provide their own facilities.

Northern Ontario does not occupy the same weather zone as does Toronto. It very often happens that when weather is fine in Northern Ontario, poor visibility or other adverse conditions make it impossible for planes to operate from Toronto. On the other hand, the weather in Toronto may be clear at times when the Ontario northland is encountering severe storms. Air travel in the spring and fall months, particularly, is subject to many delays and interruptions. Often it is not possible to fly for as many as 11 or 12 days a month. If we had better transport facilities we would be able to get on a train at night, enjoy a good night's sleep and arrive early the next morning in Toronto, since trains are usually scheduled to arrive in Toronto early. If you leave in the evening, you will be back in your place of business in northern Ontario the next morning after having enjoyed two nights on a train with proper facilities. Those facilities do not exist now because of the attitude of the Canadian National toward the people of northern Ontario. Since that portion of the CNR line between Toronto and North Bay has been twinned, they could use one line interfering with the other. They could sell the one which runs around Lake Simcoe.

• (1630)

We are told that the government of Ontario would be glad to buy it if they had the opportunity. Instead of having a facility into Parry Sound, we would have a connection into Toronto and the rest of the area. If the Canadian National does not want to operate the line, they should put a price on it and we will operate it for the people of Ontario. I am sure this line would pay because the Ontario Northland Railway has always paid. I am sure that if such projects were undertaken in other areas of Canada where rail transportation is difficult and where accommodation is lousy the people of the area would respond.

Great mistakes have been made in respect of the Canadian National and the Canadian Pacific Railways.

[Mr. Peters.]

They have cost the Canadian people more money than any other mistakes we have made, including two world wars. These mistakes have been made because of incompetence, because of the disregard of the people using the facility and because of a desire to add vice-president after vice-president. If anyone wants to know why they do this, all he would have to do is read the book "The Peter Principle". A man is moved to a level of incompetence and when it is found that he is not any good he is promoted to vice-president in charge of something or nothing in a bureaucracy of incompetence. This has been done in the railways.

It is almost impossible for the Minister of Transport (Mr. Jamieson) to consider an ideal location for airports. We find a new airport is to be built just north of Toronto. It will be so close to Toronto that if the past growth of the city of Toronto is repeated in the next 25 years, it will be as close to the downtown area as Malton is. This airport is to be placed in an area where farming is possible. It is true that land values in the area are so unrelated to production value that it is difficult to farm there. However, the land is capable of supporting agricultural production. There is other land nearby that is not capable of supporting agricultural production I am told that three miles north of the chosen site there is a sandy area in which the airport could be built with a bulldozer. There are no people living there because it is barren waste land which continues for some miles northward.

Everybody knows that if you are thinking of jumbo jets 25 years in the future, you are thinking about intercontinental transportation. This type of traffic should be kept as far as possible from any centre of population. I suggest that in Canada such an airport should be located north of the city of Kingston, in an area where agricultural production is almost impossible now and will remain so in the foreseeable future. I wonder why we do not consider these aspects. We have the ability in Canada to develop rapid ground transportation. There is a speed limit of 60 miles an hour on our highways, and yet we build automobiles capable of travelling at speeds of 100 miles an hour or more. We have not been able to design a highway which can match the capability of these cars and therefore have kept the speed limit down to 60 miles an hour. If one had a 1930 automobile which was in good shape, one could probably reach the speed limit on our highways.

We have not developed efficient land transportation in Canada mainly because there has been no inclination on the part of governments to have better service. We have not really faced the problems of environmental pollution created by airports in downtown areas. Twenty-five years ago a United States train travelling through Canada could travel at an average speed of 90 miles an hour. We have never duplicated that and we are not likely to do so because we play around with transportation as we did before. The New York Central had a train, the Silver Bullet, which travelled through Canada at an average speed of 90 miles an hour. We cannot duplicate this with the tracks we have because one man is supposed to look after a mile of track rather than a reasonable amount.

Exactly the same situation exists in respect of Air Canada. Air Canada has been spending large sums of money each year in the form of deposits on super-jumbo