

Another thing this transportation communication system would do would be to serve all inter-line traffic. If both railways went through the same town, one facility would serve both railways, and the local trucking companies and trucking companies from neighbouring cities. All modes of transportation would use that transportation and communication service centre, including telephone, telex and teletype. I believe this would make sense, particularly in a country like Canada which is 4,500 miles wide and only has a population of 22 million. It is more necessary for a country like ours than a country which is densely populated.

No doubt much of what I propose is not new. I am sure it is not. It was presented in a formal way to the Canadian Transport Commission which did not even have the courtesy to inquire into or look at it. When questioning me, the fancy-pants Canadian Pacific lawyer asked me if I hated the CPR. Even if I did, I do not know what that would have to do with it. I replied that I did not hate the CPR, but I was thoroughly disgusted and fed up, not only with the CPR, but with the government and parliament of Canada for continuing to try to operate a railway system on the basis of profit first and service second, if at all.

There is something else that is necessary in a country like Canada which has millions of square miles and only 22 million people. A freight rate equalization system would do more for our economy than almost anything else we could do. A manufacturer of stoves in the Maritimes, with its head office in Quebec, closed down. This was a good make of stove. I bought one when I got married. In fact, I burned CPR coal in it. It is not only logical and in the national interest, but it should be a deliberate policy of the government and parliament, to provide that if it costs \$25 to ship a stove from Halifax to Vancouver and only costs \$5 to ship it from Halifax to Moncton or whatever part of Canada that stove is shipped, the rate should be \$12.50. By operating the freight rates in that manner, we won't decrease revenue, but we will certainly decrease the disparity in the far regions in Canada, the east and west coasts as compared to central Canada. I submit that equalizing freight and passage rates is essential to the success of a good transportation system in all parts of Canada. It is cheaper to fly to Europe from Toronto or Montreal than from Toronto to Vancouver which is in our own country. The airlines operate for profit but not for Canadians.

In the whole area of research and development, the government and the taxpayers of Canada have expended hundreds of millions of dollars for the aid and comfort of private enterprise, whether it is in the defence industries or in terms of building terminals worth hundreds of millions of dollars for the benefit of private airlines. However, in areas of research and development for the railways, we have done nothing. A few private companies, as well as the Canadian National Railways, have been desperately trying to sink funds which they can ill-afford into research and development in order to modernize and update our train systems. For example, we have the Turbo. I hope the CNR succeeds with this. They will not be able to thank the government of Canada for very much help. We kill and injure tens of thousands of people on the highways every year, and pollute the air in our cities and on our highways, while rail lines sit idle.

CNR and Air Canada

Our grain is not being moved fast enough. I was fortunate to have a discussion last week with a senior officer of one of the largest grain handling companies in Canada. He told me that he hopes somewhere in the CNR financing bill the item for equipment, which I believe amounts to \$42 million, will include some provision for hopper cars. He suggested, and I agree, that we now need 5,000 more hopper cars which are capable of carrying 3,000 to 4,000 bushels each. They are needed now. We are still loading old 40 and 50-ton boxcars out west. They are 30 to 40 years old. This is another real complaint.

I have talked to elevator agents in my constituency and in other parts of the prairie provinces. Do you know who is repairing their boxcars? It is not the railway companies. The amount of unfit cars being spotted for loading is a disgrace, yet men in CPR shops are being laid off. There are cars patched with boards and cardboard. Grain is leaking out of them. The farmers are stuck with this. There are thousands of bushels of lost grain due to leakage. This is not only incompetence, but ridiculous.

In building a case against a publicly owned rail transportation system, the hon. member for Témiscamingue found it convenient to refer to the Russian railway system. He talked about the poor service and the dirty cars. I do not doubt his word. I have never been on it. He conveniently forgot that that railway system was totally demolished by 1945 as a result of the war and has been completely rebuilt since that time. That is not such a bad record. He also conveniently forgot to talk about the railways in western Europe, such as those in England and France, which are all state-owned. The hon. member who spoke earlier this afternoon also referred to West Germany in connection with state-owned railways. The government-owned railways of France are providing fantastic service in the movement of goods and people. The turbo-train which travels from Paris to Caen averages 82 miles per hour. They are now working on developing an even faster system. If and when the tunnel under the English Channel is built, the train will travel from Paris to London in two and one-half hours.

The state-owned railways receive funds for research and development. It does not matter whether they make a profit as long as they provide good service. Travellers using the sleeping car service in France and other European countries know that, with the purchase of a special card, their berths cost less each time they travel up to 50 trips in one year. On the 50th trip they travel free. That is an example of the use of imagination with regard to selling rail passage tickets. There are special offers. The French railways offer a particular trip for two people at a cost of \$112. The train leaves the Paris station at 5.55 p.m. The passengers are provided with sleeping compartments. The train arrives in Madrid the next morning at 8.48. This train travels at a high rate of speed and is always filled to capacity. This is not the type of short haul one expects in a small densely populated mid-European country. This trip is a long haul.

I notice that Your Honour is about to inform me that my time has expired. In conclusion, it is the opinion of the New Democratic Party and the CCF before it, that Canadian railways should be publicly owned. The Canadian Pacific Railway Company and all of its opera-