

a similar measure to finance the CNR and Air Canada. The House will remember that it was mainly the Newfoundland members who were fighting for the retention of the CNR passenger service in that province. At that time we tried to point out that a bus service provided by the CNR would not be adequate for the needs of the half a million Newfoundlanders. We described what we thought the buses would be like, but at that time we did not know too much about the service. Since then I have managed to obtain some first-hand information. A couple of weeks ago I took a trip of 250 to 300 miles on one of these buses for the specific purpose of discovering what they are like.

The first thing that impresses a passenger on one of the CNR buses in Newfoundland—they have very fancy names such as Expedos, Road Cruisers, Super Buses, and what have you—is that perhaps the CNR is trying to convince the people of Newfoundland that they are still aboard a train. I say this because throughout the eight hours I rode on one of these buses two weeks ago, three songs were played over and over again through the loudspeaker system. They were the most tear-jerking rendition by Kitty Wells of "The Engineer's Child", Johnny Cash's "I Hear that Train A' coming", played over and over again ad nauseam and, believe it or not, "Wreck of Old 97". The volume was turned up full-blast throughout the 300 miles, and all we heard were those three songs. I am sure that for some reason or other the CNR tried to convince the people of Newfoundland that they were still on board a train.

To further substantiate that impression there was the perennial Coke bottle, which is always present on a train, lurching back and forth in the aisle. It used to have a purpose on the "Bullet"; we knew that it served real purpose as a stimulant, but no stimulant is allowed on a bus. It was just an empty Coke bottle and an empty gesture to try to make the people of Newfoundland believe they were on a train.

The other thing that strikes a bus passenger is what happens when the bus pulls in at the international airport terminal, the multi-million dollar terminal at Gander. A few days ago I spent two hours at the terminal waiting for a flight. There are about two Air Canada flights a day there, but numerous buses stop there. The buses have taken over the international air terminal. Gander is the most expensive bus terminal in Canada. It is ludicrous to hear an announcement of the arrival of Expedos No. 277 at gate No. 3, or CN Road

*Provision of Moneys to CNR and Air Canada*

Cruiser arriving at gate No. 4; all passengers are told to assemble for pre-boarding. I am trying to point out the inappropriateness of the situation.

If you go 25 or 30 miles down the road, you find a huddle of Newfoundlanders on the corner, freezing to death waiting for the bus. This situation goes from the sublime to the ridiculous. It is hard to believe. I have to laugh at this, Mr. Speaker, but it is not really funny. When one gets to the Holiday Inn at Clarendville one hears the magnanimous voice of the driver over the loudspeaker saying, "you have 30 minutes in which to eat". There were 30 passengers on the bus, and except for my riding where I am served first, I am usually served last. With 30 passengers being served, and I being the last one, I figured that I had only one minute to eat my cheese sandwich and French fries before again boarding the bus. We then went on our way; the bus driver turned up Kitty's "Engineer's Child" and away we went down the road. The next thing I knew, I was in a bit of a stupor—

**Mr. Blair:** Mr. Speaker, may I ask the hon. member a question? Is it his contention that the people of Newfoundland should be denied the opportunity to use the excellent airport at Gander as a facility for meeting the bus?

● (8:20 p.m.)

**Mr. Lundrigan:** On a question of privilege, Mr. Speaker, are you going to allow the hon. member to make derogatory references to the airport terminal at Gander?

**Mr. Deputy Speaker:** Order.

**Mr. Peddle:** The main point is that we have some very excellent railway stations that should still be in use. This is the point I am trying to make—let the aircraft use the air terminals. Anyway, Mr. Speaker, there were a number of small incidents en route that I will not mention. But the biggest single indignity that makes me think the CNR are trying to make us think we are still on a train is that they run the bus through the centre of St. John's, past all the hotels, and park it right by the railway station. It costs a passenger several dollars for a taxi back to a hotel. At Gander they give one the impression that these buses are flying. When they announced the arrival of the CNR superbuses I saw tourists actually put their hands to their foreheads and look up into the sky to see its arrival.

As a result of our debate I saw this headline in the *Ottawa Journal* this week, "CNR