

If you are in the east, you cannot wire money to Vancouver after 5 p.m. because of the time zone difference.

What concerns some of us is, where will this curtailment—which according to promises would not take place—occur next? I am sure that both companies, which are greatly interested in telex services, have undermined their telegraph services. Large businesses can instal telex systems, but small businesses continue to need the telegraph offices. This is another example of downgrading. I think the railroads were less than frank in their original application two years ago. Perhaps they obtained this favourable judgment under false pretences.

In any event, I have said enough about this matter to indicate why people are cynical about the railways. We should also remember that the railways attained a substantial portion of their financial eminence today as a result of passenger and telegraph services, in which they are no longer very interested. No matter where we put the blame, in principle we in Parliament are certainly to blame if we continue to offer a patchwork, band-aid type of financing solution which will eventually bury the undercapitalization of the CNR and starve it out of existence. An annual interest of \$70 million is too high a price to pay in perpetuity if it means that our railroad will be able to just hobble along, pleasing neither the railroaders employed by it nor the general public. But, more important, when we grant subsidies to our national railway, the CNR, and we set the rates for them, we also award these subsidies to the competing line. Therefore, the people of Canada in effect subsidize, through the freight rate structure, the rich and powerful private railroad which appears to need little help from us.

This brings me to the final point of my thesis, that is, that Canada desperately needs a national transportation policy. I believe such a transportation policy should be under the jurisdiction of federal, provincial and municipal authorities. Let me clarify that last sentence because perhaps I did not state my proposition very clearly. Our national transportation policy should embrace federal, provincial and municipal services. I also believe that it should be integrated, and comprehensive enough to include roads, trucking, railways and automobiles; it should include air cargo, passenger service, and perhaps even postal and inland shipping; it should include perhaps the futuristic concept of pipelines through which to convey solids. At

Provision of Moneys to CNR and Air Canada

present the CNR is contributing research funds for this project. Of course, we will never get this because Liberal and Conservative governments have opted for private enterprise, and they boast about it constantly except when an industry or area the MPs represent badly needs a subsidy because of the lack of planning caused by too much private enterprise and unbridled buccaneerism in the first place.

Let us face facts. Every community cannot have every kind of transportation service; the cost is just too great. We have opted for the automobile. I like them too, but what has been their legacy—vast sums paid for free-ways, centres of cities desecrated with foul air from exhausts, and crippled attempts at mass, public transportation by rail or bus. I should like to quote briefly from a speech made on Thursday, November 20, by Mr. Douglas H. Fullerton, speaking before the Ottawa Board of Trade. His speech is entitled, "A Losing Battle: Public Transit Versus the Automobile". In discussing subsidized public transit he said:

It would be vastly cheaper to subsidize public transit directly than to build new arterial roads or thruways. When will our governments wake up to this fact? Clearly we cannot expect people to switch to buses until the service is much better and more convenient, and the buses more comfortable, and equally clearly this means laying out a lot of money in the transition period to build up the service we need.

What can the Board of Trade do to help solve these problems? Well, one thing is to get your membership to understand that in terms of the downtown area, the automobile is a lethal monster.

There is no end in sight as long as our atmosphere provides a satisfactory sewer system for the lethal by-products of the automobile. So long as we spend billions of dollars to build better highways, we increase urban sprawl because people move farther and farther from the cities. It is like the situation where the dog is chasing its tail. We have only so much money available. We are chronically short of money to clean up the messes caused by lack of planning and lack of foresight in matters of transportation. We duplicate the rail service in Canada with equal inefficiency. Many of us believe that the CNR, especially in British Columbia, should have been selected to transport the Crowsnest coal through my riding to Roberts Bank, but it did not happen.

• (4:10 p.m.)

We now have four railways connected to this federally financed super port. There is