

*Canadian National Railways*

**Some hon. Members:** Agreed.

ten years. Let us have a ten year trial. Over that period we would be able to form a pretty good idea how successful buses will be on that long stretch of the Newfoundland highway, a large part of which, as I have said before, is barren wilderness.

I beg the Prime Minister and his government to heed what I am saying and to listen to the Newfoundland people. Surely to God the Newfoundland people have some right to be heard in this respect. They built the railway with their own money long before Newfoundland decided to join Canada. Why should they not be allowed to keep it?

I am sorry that our Newfoundland minister, who has expressed such concern for the Newfoundland people on this question, has not shown his interest by being in the house this afternoon to take part in this debate. I am also sorry that the Minister of Transport, under whose department the Canadian National falls, is not here. I hope this is not indicative of their lack of interest in this very important and serious question that is confronting Newfoundlanders today.

• (3:20 p.m.)

I close, Mr. Chairman, by asking the government and the Prime Minister, consistent with what he has said about the just society, to take whatever steps are necessary to set aside the decision of the Canadian Transport Commission and to give Newfoundland the train service to which it is entitled. May I say that the tourist industry is extremely important to Newfoundland and is becoming more important. Between Newfoundland and the rest of Canada is a 90-mile stretch of water which, so to speak, is very expensive. There is a ferry service from North Sydney to Port aux Basques and Argentia and I might cite some figures in relation to it. A male tourist with his wife and two children wishing to travel from North Sydney to Argentia and back must pay \$262. The fare for the same family to Port aux Basques is, I believe, in excess of \$100. I seriously recommend to the government that it consider abolishing that fare or reducing it substantially. Why should Newfoundland be penalized because it is separated from the rest of Canada by this 90-mile stretch of water?

**The Chairman:** Order, please. I must inform the hon. member that his time has expired.

**Some hon. Members:** Continue.

**The Chairman:** Is that agreed?

**Mr. Carier:** I thank the committee. I reiterate my request that the minister seriously consider reducing the ferry fare from North Sydney to Port aux Basques and Argentia. This would help our tourist industry which is most important to Newfoundland's future.

**Mr. Knowles (Winnipeg North Centre):** Mr. Chairman, the things I should like to say on this resolution are not necessarily related to each other but they are all related to the general subject we are discussing this afternoon. Before this resolution carries I hope the parliamentary secretary to the Minister of Finance will answer some questions that are bothering me which have to do with the slight differences in wording that we find in this resolution compared with the wording of similar resolutions introduced on previous occasions.

The phrases in this resolution that give me cause for concern are those that refer to securities guaranteed by Her Majesty, to loans obtained in the capital markets, and so on. I notice that these references seem to apply with respect to assistance both to Canadian National Railways and to Air Canada.

Bearing in mind the information that has been given to us that a cabinet committee under the direction of the Minister without Portfolio, the hon. member for Winnipeg South, in studying the whole question of the ownership and operation of air lines in this country, I cannot but wonder whether these differences in the resolution forecast a change, the die for which may already be cast. I hope that is not the case and I hope the parliamentary secretary to Minister of Finance will say something to assure us on this point.

It is well known that some of us in this house have long been strong supporters of Air Canada, formerly Trans-Canada Air Lines, as a crown corporation owned by the people of Canada and operated for the service of our people. We do not like the suggestion that a change in the ownership of this corporation is even to be considered. I might as well be frank and say that we do not like the idea that a man with the connections the hon. member for Winnipeg South has had in the past has been given this assignment. He may have divested himself of his long string of directorships, but his statements in the past would not suggest impartiality on his part as between Canadian Pacific Airlines and Air