

CNR and Air Canada

the port. These should be increased to handle up to 20 million bushels. This would allow a much more orderly movement of grain out of Saskatchewan and Manitoba and would provide a steadier use of the Hudson Bay railway line. In this way there would be no necessity for the grain rush that occurs each June in order to get the port of Churchill opened.

Enlarged storage facilities would double or triple the amount of grain that could be shipped out of Churchill. In the cold climate of Churchill the storage of grain can be undertaken with minimum risk of spoiling. It is generally considered that the structures required to store grain there could be relatively inexpensive. If adequate types of grain were in storage at Churchill it would do much to minimize the bottle-necks that occur in the railway system in delivering wheat to the west coast and other grain handling ports.

Mr. P. B. Rynard (Simcoe North): Mr. Speaker, I have just a few brief remarks to make on this bill to legalize the granting of money to Canadian National Railways, most of which money already has been spent. It goes without saying that railway lines are being abandoned right across Canada. To many people, particularly those in rural areas, this is foolish. If Canada is ever to achieve the potential that we all seek and which is envisaged by the statisticians, railroads are necessary for its growth. Why abandon rail lines and tear up the tracks now, only to relay them later? We have a startling example of this in the electric railroad that used to run north from Toronto through Thornhill, Richmond Hill, Newmarket and Aurora right up to Lake Simcoe. It was abandoned, but now traffic on Sundays is so congested that travel is almost impossible.

• (2030)

Canada, and Ontario in particular, is growing rapidly and will require more food. We shall also have to produce food for sale abroad. It is estimated that at the turn of the century the world's population will be over six billion; therefore more food, more space and more transportation will be required. As we see it now, additional transportation will have to be provided by motor car, train or bus, making for even greater problems of pollution caused by exhaust fumes and litter on the highways. We should realize that every foot of pavement we lay stops the production of oxygen from our plants and trees.

The automobile is our major source of pollution and we cannot but be alarmed when we see cars with only one or two occupants. A good example of what pollution can do can be found at the international airport at Malton. In the unloading area it gets into your eyes and you can even smell it. We must stop using for the construction of highways arable land that provides food and oxygen. We must stop driving cars, which create two-thirds of the pollution in our cities. Transportation must, therefore, be by rail or large buses. It is said that people will not travel by rail. But, Mr. Speaker, if we provided a speedy, clean rail service, people would travel by rail. But now they are not given this choice. The speed of trains today is about the same as it was 50 years ago. The old International Limited was fuelled by coal and run by steam, but it made the

Montreal to Toronto run as fast as the trains do today—and it had to stop to take on water and fuel!

Trains serving Simcoe county have been cut off until in an area of about 100,000 people there are two trains daily; one down to Toronto in the afternoon around 2 p.m. and one up at 5 p.m. leaving Toronto for Vancouver. This is the daily train service except for the dayliner at weekends, which is always crowded. The Supercontinental is supposed to go through Orillia at 2 p.m., but it is often 12 to 14 hours late. Who is going to sit around a station for that length of time? How can people travel by rail when the service is once a day each way at haphazard hours? People cannot afford to rely on this type of service when they have appointments to keep. A few days ago there was a snowstorm in the area and the train was stuck for three hours between Washago and Orillia. The railway had to send to Toronto for the snowplow to come to the north country and dig out the train. That is the type of transportation system we have in Canada today. I should say, also, that the train was 14 hours late. People will wait once and will learn not to do it again.

In London, England, trains come into the station every minute or so. The same thing applies in Europe: trains run on schedule. We are supposed to have a lot of technology in Canada, but even so we cannot get an efficient railway service. Yet Sir John A. Macdonald, that great old Tory and Father of Confederation, was responsible for our building a railway across Canada by pick and shovel and mule train.

In Japan, trains run up to 150 miles per hour, about twice as fast as ours. But our transportation system is run by an ox-cart philosophy. In other words, the transport commission is run by a man who was once a cabinet minister and who created the job for himself. I do not know whether he set the salary, but there he sits, not responsible to parliament except that he comes here after the money has been spent and asks us to pass the bill.

An hon. Member: He is certainly not earning it.

Mr. Rynard: Mr. Speaker, I suggest that control of this railroad should be brought back to Parliament.

Some hon. Members: Hear, hear!

Mr. Rynard: The National Transportation Act, which gave this gentleman his job and set up this commission, should be repealed.

Some hon. Members: Hear, hear!

Mr. Rynard: The railroad is neither adequate nor efficient.

Mr. Benjamin: How about the government?

Mr. Rynard: You could probably say that about them, too. The subsidy passenger clause which reimburses the railway for 80 per cent of its losses should be removed. There is not much incentive to run a good passenger service and make it pay under those circumstances. A railroad running on schedule at satisfactory hours during the week would carry many people to work and cut down dramatically the one and two-passenger automobiles hurrying to work, polluting the atmosphere, crowding the