

Provision of Moneys to CNR and Air Canada

that carrier, but Nordair has not got the type of equipment needed to operate in that area. This company cannot replace the Viscounts Air Canada has been supplying or duplicate the service provided by Air Canada. I suggest this is the case for a number of reasons. I really do not care whether or not Air Canada flies into northern Ontario. However, I do believe that whoever operates that service should be connected with Air Canada because when it is necessary to make connections with the national or international carriers, this becomes impossible if the feeder line comes in at a time when accommodation is not available or when there is no interrelated passenger service. In northern Ontario we have been very happy with the service of Air Canada. I am sure, however, that it could extend its services considerably beyond what they are. But I think it is true that Air Canada is strapped in respect of finances. If it becomes involved in jumbo jets it will be hard pressed to operate Viscounts on short runs and to operate smaller than Viscount aircraft into some of the more remote areas of northern Ontario and northern Quebec.

● (5:50 p.m.)

The hon. member for Cochrane (Mr. Stewart) mentioned the fact that there are problems in Kapuskasing, Hearst, Moosonee and that whole area. Obviously, areas of this type must be served by a feeder company, but that feeder company must come under Air Canada scheduling and accounting practices. They should be interrelated. If we have a feeder type of service and Air Canada says they will leave it up to the feeder airlines, then it seems to me the feeder service will put their aircraft on the lucrative flights. Originally, we established companies such as the Ontario Northland Railway and Air Canada to serve the people. It was not necessary for them to make money. Money could not be made by Air Canada or by our rail carriers. Therefore, the government had to put up money and establish the system as a Crown corporation. Where are all the people who previously believed in the development of Canada? Where are the people who said they would be interested in services?

I have heard members in all parts of the House stand up and say they were concerned about the type of service provided the people in their areas. I have heard the old adage that there are ways to get around this lack of service. One can go by car or bus around Newfoundland, but steering must be quite an experience on some of those roads.

Mr. McIlraith: That is a gentle way to put it.

Mr. Peters: It is almost as bad in northern Ontario. There have been suggestions that we turn from rail transportation to transportation by bus and move from major air line services into feeder services. Such a move means that services become totally unsatisfactory. I think this is becoming apparent to everyone.

Much has been said about the financing of the Canadian National Railways. Perhaps it is unfortunate that we should say we are opposed to this bill, because it is a normal bill. The minister stands up and gives the silly assurance, which I have heard so many times in this House, that the bill is in its normal form and meets all normal criteria. This is all very well, but this has been the situation for many years and it is one that is totally unacceptable. It must be totally unacceptable to most members who have thought about that we are going to pay \$70 million on a \$2 billion debt of a railway which has a profit of only \$41 million. It seems to me that this is bad financing. The farmers in western Canada are complaining that they have large debts, a small amount of money and therefore are not making ends meet. Everybody is sympathetic with them. The president of the Canadian National Railways cannot do anything about this matter. All he can do is ask for more money.

Because of the time I move, seconded by the hon. member for Vancouver-Kingsway (Mrs. MacInnis):

That the word "now" be deleted and that the words "this day six months hence" be added at the end of the motion.

I realize that this is a negative amendment, but it is the only type of amendment available to us. We do not have the right to reduce the amount of financing or the \$2 billion debt of the Canadian National Railways. If this amendment should be accepted, then I believe the government would spend the Christmas holidays finding a new way to finance the Canadian National Railways and I am sure would come up with a way to get rid of this \$2 billion paper debt.

May I call it six o'clock, Mr. Speaker?

Mr. Deputy Speaker: It being six o'clock I do now leave the Chair. This House stands adjourned until tomorrow at 2 p.m.

At six o'clock the House adjourned, without question put, pursuant to standing order.