

loaded with lumber. It would be much easier to load this lumber into freight cars and dispatch it by rail. The other day I was talking to a buyer from Boston and he told me that he thought lumber supplies would be scarce in about a year's time. As a result, he was going out to British Columbia and also visiting northern Quebec and Ontario in order to cement his business relationships. He had his wife with him and was touring around. During our discussion he told me he never considered rail as a method of transporting lumber unless it had to travel a long way—for example, from British Columbia. But he would not think of sending it by rail from northern Quebec. I think the railways should reflect on the fact that here is a buyer of lumber, a broker who orders hundreds of thousands of carloads of lumber but does not consider shipping it from northern Quebec by rail.

• (9:00 p.m.)

I suggest that the rail transportation system has got into disrepute because of the way the companies treat the people. They treat them in the same way they treat freight. Recently a number of members from northern Ontario were asked to meet officials of Canadian National Railways. I attended the meeting. Those officials told us that everything was going to be all right and that the problems were going to be solved. We were informed that a service centre was to be established at Barrie. They did not tell us that as a result of the establishment of this service centre nine people employed at Capreol were going to be out of jobs.

We were informed that the CNR intended to establish a computer centre in order that reservations could be made through the computer system. We were not told about the lay-off of the nine people in that community, which cannot afford lay-offs because it depends upon the CNR for its economy. Anyone who has attempted to make travel arrangements through a computer system knows that such a system is not as good as it is made out to be. In spite of that fact, the CNR intends to remove these nine people from its service in the area. I suggest that if those nine people spoke French, they would not be removed; they would be given a grant in order that they might stay there.

**Some hon. Members:** Oh, oh!

**Mr. Peters:** Hon. members may laugh, but I can tell them that in my area there is a small cafe which has received a government grant of \$2,500 on the basis that its employees speak only French. I suspect that if those nine individuals spoke only French they would be given a grant to keep them in Capreol.

Not only should this House be considering the finances of the CNR but it should be considering nationalizing Canadian Pacific Railway. It is my opinion that these two railway companies cannot supply two separate passenger services across this country. I suggest they will be very hard pressed to provide passenger service on the basis of one operation. Let me refer to a letter from Alan Lawrence in which he suggests that the Ontario Northland Railway take over passenger service in Ontario. I suggest this as an alternative. It may be a good one. I realize that

#### *Canadian National Railways*

this is a little beyond your area, Mr. Speaker, but the Go train is a government train which moves out as far as Pickering, and I expect it will move to the Kingston area and eventually connect up with Montreal. It will be a streetcar type of operation.

I suggest that the service which is being provided on both sides of Toronto is very effective, and it is not being provided by the CNR but by the Ontario government. For years we have been trying to buy one of the Canadian National lines but they have been asking an exorbitant price. This is little like the story of the dog in the manger. The CNR does not want to operate it itself, and it does not want anybody else to operate it for fear someone else might make it a success.

A man in Toronto can charter a train to North Bay. He can make enough money on sales in that area that he can pay for the cost of that service and make a contribution to a charitable organization. If Canadian National and Canadian Pacific do not want to operate a passenger service, let the officials come before a parliamentary committee and say so. In that way we can find an alternative. Let us find such an alternative before we have no passengers.

Had it not been for the centennial year service many of our young people may never have known what train service is all about. Many of these young people travelled on the trains on which customary accommodation was made available. Those trains operated satisfactorily, and I believe there is still a sufficient number of travelling public to make such service effective and efficient. We set up the Canadian Transportation Commission to perform this service, but it has failed. That commission has been seduced by the officials of Canadian Pacific and Canadian National and we are paying for that seduction.

I am sure many members of this House represent communities which are dependent on rail service. Surely they have suggestions to improve efficiency. If the CPR and the CNR do not want to operate passenger services, let us set up a transportation facility that will operate those services. We will not expropriate their lines; we will damn well run over them and they will maintain them. I am sure they will maintain them in a condition safe for freight transportation. In that event we can run passenger trains over them without derailment, because passenger trains do not carry the same weight. Let us set up the passenger service. I am sure it could be operated efficiently.

What I have said about the CNR and the CPR applies equally to air transportation in this country. The computer system works very well for Air Canada, but if I want to be sure of a reservation—I admit this is pretty stupid—I get in touch with the small airport at Earlton, Ontario, where two men handle the whole operation. They used to have a little box in which they dropped a card to confirm my reservation on a flight. I think that system has been removed in the last few months because Air Canada has gone honky-tonk in this area. Even if I get in touch with the special people in Parliament who look after air travel reservations, I often find myself on a flight where two extra passengers are booked. The powers that be in this case offer a free meal to anybody