

*Canadian National Railways and Air Canada*

more competitive, more attractive. Railways can still function.

It has been shown in many parts of the world that not only can railways still function but that they can make money. There is no reason we should weep bemoan and cry our way out of the railway age. If we had the whole winter in which to do so we could bring up from all parts of the country the evidence to underline and reaffirm the assertion that it is lack of good service which has caused the present trouble. The hon. member for Saskatoon-Biggar almost made a slip when he talked about a train that went all across the country. Then he corrected himself and said "the one that begins in Montreal". We in the Maritimes never were linked to the trans-Canada network. We could never get aboard a train in Halifax, get a sleeper and go across to Vancouver. It was always necessary to stop in Montreal for hours and hours. We were never hooked into the system—and this is not to mention Newfoundland at all.

One of the members on this side of the House referred to the situation in Newfoundland. It is a most appalling situation. We on the east coast, in the two island provinces, have had railway service withdrawn from us more completely than any other province in the country. Yet when the railway gets into conflict with its own employees, what parts suffer most? The two island provinces. We don't have passenger service in P.E.I. and in Newfoundland. The "Bullet" has long since been spent, winging its way into forgetfulness as some people would wish. Yet we are the ones who are isolated. We are the ones who lose millions of dollars when our basic industries of fishing, agriculture and tourism are knocked all to blazes in the fights between the CNR and its employees.

I have great sympathy for the people of Newfoundland. They have a terrible situation there. The backlog is enormous. They have our best ferry over there, the *John Hamilton Gray*. It was supposed to be back in Prince Edward Island around mid-October. But it hasn't come back. And we are now suffering. It isn't the fault of the people of P.E.I. that the Department of Transport or the CNR cannot move traffic from Nova Scotia to Newfoundland. It is not the fault of Prince Edward Island, yet we are joining once again the people of Newfoundland in paying for an egregious error on the part of someone else. It should not require a genius to tell you there is something wrong and that remedial steps are necessary if year after year there is a serious backlog in dealing with traffic.

I regret the Minister of Transport (Mr. Marchand) is not here. I say with all due respect that he should be.

**Mr. Mazankowski:** Nor the Minister of Finance. It is his bill.

**Mr. Macquarrie:** Yes. The Minister of Finance should also be here. Why is he not here? This is a matter of tremendous importance and great concern to all our people. It is a sloppy situation. Years have passed during which things should have been done, and they have not been done, as the Anglicans say. The rights of the committee have been suspended or abridged. Opportunities for in-depth discussion have been vitiated. Yet we are at it again. Problems have come to attention even since I entered this chamber today. Near the City of Charlotte-

[Mr. Macquarrie.]

town, precisely joining it in fact, are two smart, up-and-coming communities of about 8,000 people. The residents of those communities cannot get CNR deliveries because they are not in the City of Charlottetown. How does one explain that?

The other day—an item not as glittering as the one described by the hon. member for Peel South (Mr. Blenkarn)—there was a big announcement of a new management team for the CNR ferry service. I read it many times over. It was fluff and complete buncombe, absolute froth. Not a thing to give to people who had just gotten over another suspension of services from the mainland. We in P.E.I. will never be content, or feel we have been properly served, or ever feel that our terms of union with confederation have been properly fulfilled until our citizens have the same right to link up with the national transportation network as those who do not have the good fortune to live on a beautiful island. Why should our separation by nine miles of water involve us in constant frustration and heavy cost at all times? Have we not reached the stage of comprehension at which someone can say that for reasons of cost, convenience, speed of movement of goods and people it is proper, right and just and in accord with the terms of union to regard the link between New Brunswick and Prince Edward Island as if it were a part of the trans-Canada Highway?

● (1640)

People from Saskatchewan travelling to Manitoba do not pay \$3 to \$4 to get across the boundary, but we have to pay through the nose every time we go to New Brunswick. We do not mind so much paying when we come the other way because when we get to P.E.I. we are somewhere pretty nice, but all the same it is just not fair. I am not the first—probably I am the one hundredth and first—representative from P.E.I. who has pointed out this fact in direct and sincere terms. But no matter what one's party label, action must be taken.

No member of the government needs to be told that, although transportation is vital and essential to the whole dominion, in the Atlantic area, an area where there are islands, peninsulas and inlets, transportation is the question. It was the question in our island in 1873; it was the question in the two mainland provinces in 1864 and 1867, and it has been the eternal question in Newfoundland. One has only to hear the question period to know that it is still a burning issue.

What has been done to alleviate our problems? During the last four years prior to the event of October 30, 1972 there were nine freight rate increases. These were scarcely helpful to our economy. How often have we called for movement into a stage of technological advancement? How many times have I alone pointed out the need for upgrading the facilities at Charlottetown Airport. Our province of something over 100,000 people has about one million visitors a year. They are smart people. The island is one of the beauty spots of this continent, indeed in this hemisphere. They want to come to P.E.I., and they want to come in comfort. The Charlottetown Airport is served by a very fine service which is provided not by the government but by Eastern Provincial Airways, one of the greatest friends Prince Edward Island ever had. You can fly by first-class, comfortable jet on three flights daily to Montreal and to other parts of the Atlantic region. EPA has