

will have to look at it in realistic terms. We as members of Parliament, should have some say about what the railways carry, where they go and for what purpose. We should make these decisions. I do not suggest we should start running the railroads or that members should say whether filet mignon should be served instead of ham steaks on the dining car, but we should have some say as to whether there should be a dining car and where the train should go. It is all right for officials of the railway to come before the committee and bring reasons for changes, but in the final analysis we should make certain decisions. If Mr. Pickersgill does not sit down and do this work, we should get rid of him and get somebody else.

We, as Canadians, have a need for a railway service and in my opinion we are going to have it, even though we cannot afford the type of operation we now support. This bill is a disgrace to parliamentarians. There is not a half a dozen people in this chamber who understands this refinancing bill. I am sure most hon. members do not understand how this railway is financed. I am sure half the people who drew up this bill do not understand the reason for the debt items.

We are still talking about dropping railways service in some areas. If the CNR wants to drop its service from North Bay to Toronto it should put a price on that line rather than just drop it. There are two lines from North Bay to Toronto. Let the officials put a price on one of them. If that price is the same as it was two years ago, \$3 million, I am sure the Ontario Northland Railway would buy it. There is a private individual in the city of Barrie who might buy it at that price. This line should not be dropped but sold to someone who wants to operate it. I personally would like to see the Ontario Northland Railway run into Toronto on its own line rather than buying rights from the CNR. This situation may be true in other areas as well. Perhaps the grain farmers or the pools would decide to run their own trains if they owned trackage. Let somebody else get into this field if the operating railways do not want to provide this service.

I do not have much time but I should like to have a look at certain figures. They are very hard to find in these audited statements, so you may well have to look them up for yourself. In any event, if you check the figures for 1967 and compare them with the figures for 1968 and 1969, you will find that revenues rose extensively in respect of the

Provision of Moneys to CNR and Air Canada
CNR. You will find that passengers per mile increased rapidly and that service in terms of miles operated per passenger was considerably greater than it has been for a number of years.

Why did this increase happen all of a sudden? I suggest it did not happen all of a sudden. Because of the action of this Parliament in deciding these trains were going to be operated during our Centennial year with more up to date equipment, with sleepers and dining facilities, the number of passengers per train increased. It even reached the point where you had to have a reservation for a seat, let alone sleeping accommodation. When we made that effort, things improved greatly.

Most members of Parliament interested in transportation should take a close look at the refinancing of the Canadian National Railways. They will then find out whether this situation can continue or whether we should get rid of this debt. We are talking about \$2 billion, and I think everyone will agree that there must be a program to retire that debt. If it cannot be retired, we should write it off.

How are we going to recover any money from the city of Montreal or the province of Quebec in respect of the cost of Expo? Nobody was interested, and we wrote off this amount. I suggest we are going to be faced with the same situation in respect of the CNR. I am sure there is no one alive with whom we made an original arrangement regarding the CNR to whom we owe this money. We are now being asked to accept this kind of financing in respect of Air Canada. If we accept this bill we will create havoc there as well.

There is a great deal of concern in the country about passenger service on the railways and on our airlines. This, to some extent, is the result of recent policy statements by the Government. We are raising and spending vast amounts of money for new airports. Air Canada will have to purchase new types of aircraft at great expense. Air Canada should be allowed to operate on long term financing in order to purchase new equipment. It should be placed in a position where it can depreciate its equipment and purchase new equipment when required, otherwise Air Canada will soon face a similar debt to that now facing the CNR.

The people in my area are very concerned about the air policy of this Government. We have been told in northern Ontario we are going to have a regional air carrier. It was suggested that Nordair, Montreal, would be