

coaches and locomotives serving the Atlantic line, and another \$6 million to \$7 million for upgrading tracks and stations. The equipment needs to be replaced.

I would like to read into the record what the rail passenger action force recommended. It recommended that VIA rail "replace at the earliest opportunity its outdated rolling stock with modern state of the art high capacity proven technology cars and locomotives to the highest degree possible with labour components and engineering obtained from across Canada." I support that. I urge the Minister to get on with the program of replacing and updating the equipment. That will take three years if those orders are placed now. We will then have new equipment. The old steam heated outdated equipment of 30 years ago will be gone. People will be further encouraged to use this very valuable and vital service to Atlantic Canada. Again, my congratulations.

● (1820)

Mr. J. M. Forrestall (Parliamentary Secretary to Minister of Transport): Mr. Speaker, I share in enthusiasm for the Minister of Transport (Mr. Mazankowski) of this country as much as the Hon. Member. Indeed, on January 15 of this year the Minister of Transport announced the reinstitution and restoration of some six rail passenger services in Canada; three of them of a national nature and three of them of a regional nature. We are, of course, speaking of the Super Continental line going from Winnipeg to Edmonton to Vancouver and the Canadian line going from Montreal to Ottawa to Sudbury. The three regional services are the Montreal to Sherbrooke line, the Toronto to Peterborough to Havelock line and the Mont-Joli to Montreal line. Last but certainly not least, and

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dear to the hearts of all of us in the Maritimes, is the Atlantic line.

The Atlantic line will be a full-service passenger train with dining cars and a complete range of sleeper and day-nighter coaches. Trains will leave Montreal in the early evening arriving in Halifax the next afternoon with the return trip leaving Halifax in the early afternoon and arriving in Montreal the next morning. Stops along the way will include such major cities as Sherbrooke, Saint John and Moncton, as well as numerous smaller towns in both Canada and, I am proud to say, the State of Maine.

To answer in part another question raised by the distinguished Hon. Member, funds allocated to restore the services will be approximately \$40 million and some 2,000 jobs will be created both directly and indirectly. I think you will agree, Mr. Speaker, as I am sure we all agree, that the restoration of these services goes a mighty long way toward emphasizing this Government's intention to keep its commitments.

With respect to the other two questions raised by the distinguished Hon. Member, there are worthy questions and I will take them as representations. I will solicit the Minister's support in ensuring that adequate agents are on station in Saint John and that the baggage car, if at all possible, will be manned. The Hon. Member has made a good point.

[Translation]

The Acting Speaker (Mr. Paproski): The motion to adjourn the House is now deemed to have been adopted. Accordingly, the House stands adjourned until tomorrow at 11 a.m. pursuant to Standing Order 2(1).

The House adjourned at 6.22 p.m.