

Supply—Transport

by new technology, forms and concepts, ground transportation might be made economic and attractive.

The research and development authority which I suggest should have the right to enter into contracts with private firms relating to demonstration of high speed ground transportation and to contribute to the development of more efficient and economic systems. These demonstrations should be designed to measure and evaluate such factors as public response to new equipment, high speed improvement in convenience, improvement in shipments of less than carload lots, freight handling, and more frequent services for both passengers and freight. Somewhat similar legislation has been introduced in the United States. That legislation provides for \$90 million to be made available for research. The legislation in the United States has the support of all railway brotherhoods in the transportation field.

I feel that something similar should be done within our own country. What course are we going to follow? When we were in office we were criticized for supporting the building of the Pine Point railroad. Indeed, it was described almost by the words that were used in 1878 regarding the C.P.R., that all you would have after construction was completed would be two rails of rust on a roadbed of uncertainty. It has turned out wonderfully well. Yet we were condemned by those who sit opposite when we provided the guarantees in this connection. I am putting this forward as a suggestion. I think I could even quote the hon. gentleman, if he insisted on my doing so—

Mr. Pickersgill: On the Pine Point railway?

Mr. Diefenbaker:—as to some of his criticism in that regard. Has the time not come when the national government should build railway lines or provide the necessary finances to build lines into inaccessible areas for development purposes and lease them back to the railways? In that way the government of Canada would eventually recover the capital outlay and the railway companies would not be immediately saddled with additional heavy capital expenditures. Such transportation so provided and the shortening of travel time between major points, particularly in the more heavily populated areas of Ontario and Quebec, would be beneficial to all Canadians. Should we nationally provide the capital for the building of high speed lines

between populous areas? These are matters that will have to be considered.

However, I would ask the minister directly whether or not the government will give consideration to the setting up of a research and development branch along the lines I have indicated, the purpose of which would be the making of recommendations concerning high speed railway transportation and other transportation problems.

A committee should be set up to give to this new division or sector of the department the views of those directly or indirectly affected.

I should like to see on that committee a representative from each of the railway transportation unions as well as representatives from other interested bodies. I think we are living in a period when the transportation system which has been in existence for the last 75 or 80 years will have to be materially changed to meet the conditions of today. I therefore advance as a suggestion the forming of a committee along the lines indicated and the setting up of a research and development section in the department to this end.

I now come to the third and last matter I want to deal with today and I raise it because I think it is necessary to come back to it. It revolves around channel 3. When you review everything that the minister has said, verbose as he is, I can find no answer to the misgivings of various members in connection therewith. What is apparently contemplated by Mr. Snelgrove and his associates is of such a barefaced nature that it ought not be condoned, much less accepted, by parliament or the cabinet.

● (4:40 p.m.)

I want to find out from him what he intends to do. He says there is going to be an inquiry or investigation by the Board of Broadcast Governors and that it will be an open one. However, at the present time the B.B.G. is an emasculated caricature of the body we set up. There is a chairman but so far as the other senior appointments are concerned they have not yet been made. Why is this, Mr. Chairman? I was surprised when the minister, once having lived and indeed having had his beginning in the province of Manitoba, saw fit not to renew the term of office of Mr. Carlyle Allison. I find that difficult to understand because here was a man who devoted himself to public service. I would emphasize that when the Conservative government was in office we renewed the