

*Canadian National Railways*

They talk about looking out through the picture window. You could not look out the windows of that train because they have not been cleaned since confederation. You cannot see through the windows. This outfit from the day of confederation, when they whipped the linen off the tables and replaced it with little paper placemats, has deliberately downgraded the service. Now they are making a final move to withdraw it. I suggest that the people of Canada and the members of this house should not let them withdraw it.

Here is another little pamphlet entitled "Traveling tips for milady from CN". It states:

Have a wonderful trip, milady. CN hopes you will enjoy travelling—"the way of the worry free".

This outfit will even take you to Paris, the Paris of North America, Montreal. This article suggests that Montreal is the second largest French speaking city in the world and then states:

Not bad for a place that's just a few dollars away by CN. You'll enjoy getting there too.

I should like to point out that Newfoundlanders would like to go to Montreal too. We believe in biculturalism and bilingualism and everything else that will make this country one country, but we do not believe in moves like this which will divide this country in two.

Here is another clipping from a newspaper which says you can sleep overnight to Toronto. For the benefit of *Hansard*, it has six "z's". I do not know what that means but probably it means sleep. It then states:

Take the Cavalier any night to Toronto and leave the "rest" to CN. Don't worry about hotel accommodation.

One article suggests that C.N. is the escape route. That is the route that this company has taken in Newfoundland. It is trying to escape.

I am not alone in my criticism, Mr. Chairman. Let me refer to the remarks made by Mr. J. A. McDonald who is the vice president, production, of the C.N.R., whatever that means. In a speech he made a few weeks ago he said he could not possibly concede the superiority of air transport over intermediate distances, 125 to 750 miles, and that anyone who has experienced the miseries of peak congestion on the most modern 12-lane highway would recognize that road transport is not capable of providing adequately for all the needs of the travelling public. That is what a top man in the C.N.R. said. I do not

[Mr. Peddie.]

know what we in Newfoundland are supposed to accept but apparently we are supposed to accept almost anything. I have a picture of this 39-passenger bus with air conditioning and a lavatory.

• (3:00 p.m.)

However, Mr. Chairman, apparently there is not much that we can do about this situation. As I stand here today, I realize that the government of this country has the last say in a matter such as this. I appeal, sir, to the government and to every member of this house. I suggest that if they have any idea as to the meaning of confederation they will keep Canadian National Railways as Canadian National Railways and not as a railway that serves nine provinces in Canada while disregarding the needs of the tenth.

**Mr. Carter:** My main purpose in speaking on this resolution, Mr. Chairman, is to add my support to those of my colleagues who have already spoken. I should like to point out again to the house, and indeed to Canadian National, the terrible injustice that is being perpetrated by the government, by Canadian National Railways and by the Canadian Transport Commission in abandoning the rail passenger service in my province of Newfoundland. I regret that the Minister of Transport is not here, nor is his colleague the Minister of Defence Production. I hope this is not indicative of their lack of interest in this very important subject because in my province it is a very important subject.

In my maiden speech before this house I referred to the actions on the part of the three bodies I have just mentioned as being the great train robbery. I believe I pointed out that the recent great train robbery in Great Britain, which was given so much publicity, was designed and planned by a bunch of kindergarten children compared to the scheme that was prepared by Canadian National and others to rob Newfoundland of its passenger train service. I say "rob", Mr. Chairman, because this is exactly what has happened. Newfoundland has been robbed of one of its rights; it is being robbed of its rail passenger service.

The Newfoundland railway, as my colleague mentioned, was built some 70 or 80 years ago by the proverbial blood, sweat and tears of the people of Newfoundland. It was built, sir, at great sacrifice by the people of our province, at that time a colony. Since that time it has served our people well. It was built because it was to give our people an