

And at the same time their belts are being tightened. We are importing from abroad while we are told that we have a national unity, that we have it good in Canada and that we have a good transportation system.

I am revolted by the fact that Canadians facing hardships have in Parliament some allied so little informed on Canadian problems as the Liberals who are maintaining this division system among Canadians to better control them. One of the best ways to unite a country is through a transportation system.

We have one agriculture policy in the West, another one in the central provinces and a third one in the Eastern provinces. In any field we have the same situation. Why? Because the House of Commons has no overall view of the country and even more serious, we are presented with patchwork policies. A small problem is settled in the West, another one in the East and finally we keep on subsidizing, through social welfare benefits, a number of organizations which do not even render human and reasonable services, namely our railway companies.

Mr. Speaker, these same companies do not even respect the concept of bilingualism about which they speak fine words and involved sentences.

Mr. Speaker, I should object to this bill. Indeed, even if I represent only a very small area, I refuse to associate my name to a government which will contribute through such measures to get me and all my fellow citizens deeper into debt and to aggravate Canada's divisions.

● (1530)

I would rather support a measure designed to give us an efficient transportation system in Canada, from which all Canadians can benefit while feeling that we are all brothers in Canada.

Then, Mr. Speaker, Canadians will be proud to finance a railroad because it will give them something. But neither the Minister of Transport (Mr. Marchand) nor the Minister of Finance (Mr. Turner) is in a position to prove, in any way, that Canadians will benefit from this bill. All it will do is enable certain brokers, financiers to put money in their pockets through loans, loan guarantees, subsidies, while maintaining in existence a service that is as inadequate as it was five years ago. Mr. Speaker, I find this absolutely ridiculous. That is why I refuse to take up any more of the time of the House discussing a bill of such secondary importance.

[English]

Mr. S. J. Korchinski (Mackenzie): Mr. Speaker, I want to say a few words at this time because of the mess that transportation is in today. The amendment offered by the hon. member for Mississauga (Mr. Blenkarn) is an attempt to point out the frivolous way in which money is being wasted. Parliament and the people of Canada are being asked to finance efforts by CNR management that are not entirely essential. These efforts could best be handled by other organizations. Other people could concentrate on building these hotels, towers and the like. The hon. member's amendment is an attempt to put the railways back on the tracks, so to speak.

One has a tendency to forget the initial intent and purpose of our railways. They were originally intended to

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serve the needs of our country. The situation is the same in many other areas, such as the Unemployment Insurance Act. Although that act was originally intended to provide insurance for those who may become unemployed, it has become a welfare scheme. The railways suddenly want to be big. They want a status symbol. They want to affix their names to something in bold letters decorated with maple leaves here and there. They want a big CN sign which towers above everything else so that people will point to it and say that is operated by CN. However, what is the price? They have beautiful, plush and expensive hotels, but they are not making money. We have to pay a price for that.

We have to pay a price because transportation is being neglected. This is why I am so saddened by the attempt of management to move into another area. I would be the first to agree with this move if the management people were of such a calibre that they could run a railway system which would bring in some revenue for the people of Canada and not result in the Minister of Transport (Mr. Marchand) throwing up his hands in disgust. The minister says he has no power. If the Minister of Transport does not have the power to run the transportation system of this country, he has no business introducing a bill that will provide money to run a hotel system. No minister should venture into another area if the narrow area to which he is confined is not being looked after.

Among the many difficulties that we have is the fact that the railways are abandoning many small communities through a systematic method. They move a car into a terminal point, then move the freight by truck from that point to its destination. That is the first step in abandonment. They want to get out of this business. If the Department of Transport does not want to deal with transport, then what department of government should deal with it? The department is not dealing with transport. It is in the tourist business. That should be run by another department, perhaps Indian Affairs. Surely, another department or a minister without portfolio should be handling the tourist business.

Parliament is being asked to finance the railway with hard-earned tax dollars. This bill is being presented in April which is income tax time. People are being asked to submit their tax money willingly for something which is of doubtful benefit. It is not as though there would not be any hotels in our cities if CN did not operate them. If any place did not have a hotel, it would not be long until one was built. It is not as though the Canadian public would be without hotel service. However, where do the people in my constituency go to ask for a train that will at least put a car on a siding?

I wish to cite an example. There are a couple of cars which many farmers are hard pressed to get, but they cannot be moved 30 miles from the town of Hudson Bay to Somme to be spotted on a siding. It is too much trouble for the railway to remove the snow from the track. Mr. Speaker, every second house in the city has a snowblower. We could soon clear the track if they don't know how to do it. We all know the CNR could do it if they set their minds to it, but their only purpose is to get out of the railway business except for operating a straight run-through like