

*CNR and Air Canada*

small toilet. In the waiting room there is the same old hard bench that was always there. There is no telephone and in most cases no heating. Then, CN management comes to the government and says, "Here is what we have got. It's an awful mess. We have to eliminate it and close it down." But the government replies, "You don't have to do that because we will pay you 80 per cent of your losses." That is the kind of progressive management that there is in the CNR today.

I was 17 years old when I had my first opportunity to work away from the beautiful east coast haven of rest and relaxation in which I was brought up. I went to Knob Lake, or Schefferville, Newfoundland, on the border with Quebec, which is about 360 miles north of Seven Islands. I went to work on the railroad. I was driving spikes and shovelling ballast, and helped to build up the railyard that serves the iron ore mines at Schefferville. We wore our caps and our badges. We were proud of ourselves. We were railwaymen. I felt the old spirit myself, even though I was only a young fellow. But today when you talk to railwaymen across the country you find that the railways have adopted a policy of not replacing anyone who passes on. What do you call that?

**Mr. Hees:** Attrition.

**Mr. Lundrigan:** The railwaymen are all in danger of losing their jobs. Those same men who were proud builders of the Canadian nation are today the most demoralized labour group in Canada. This kind of thing must be taken seriously. Every year when we get this CNR joke, and it is only a joke, Mr. Speaker, we stand up and debate it. I note that there is nobody up there in the gallery today, although there are usually half a dozen \$30,000 a year CN men there. Perhaps I should not be too harsh because I have some friends in the Canadian National. Anyway there are usually half a dozen of them up there taking notes. Then, they come before our standing committee. They have a well calculated plan to present. Members question them, then they go away, and the following year we go through the same exercise. We are getting a lot of complaints as a result of the tremendous frustration experienced by Canadian National employees. The government has to take a close look at the situation.

This is a purely personal view, Mr. Speaker, and I am not putting it forward as representing the view of my party or of my party's spokesman on transportation. I would like to see some kind of very special inquiry set up to have a look at the Canadian National, a look at their attitude, their management, their progressiveness, their vision, their plans and the programs they have in mind for this country. In this context the building of the Canadian dream was the biggest fraud ever seen perpetrated on the Canadian people, Mr. Speaker.

**Some hon. Members:** Hear, hear!

**Mr. Ross Whicher (Bruce):** Mr. Speaker, I first want to tell you how much I am in agreement with the hon. member who just spoke. It is most unusual in the House of Commons when members on both sides are really in agreement on a particular topic. Any member of any party who has his eyes open must agree that passenger service and rail service generally, not just in Newfound-

[Mr. Lundrigan.]

land but throughout the whole of Canada, are in a most deplorable mess.

The previous speaker mentioned the abandonment of railway service in the great province of Newfoundland. I, who come from what many call the heartland of Canada, Ontario, can tell you that rail service there is as deplorable as it is anywhere else in the country. It is equally deplorable right in the capital city of Ottawa. About two weeks ago I had to meet a passenger coming in from Winnipeg, but because of a derailment the train was 12 hours late. Instead of arriving at a quarter to five in the afternoon, it arrived at twenty to five in the morning. In this capital city of Ottawa, the railway station closes at midnight, so if a train is delayed after that hour you can try phoning the station about it but you will not get an answer.

• (1550)

People are completely dissatisfied with the way the Canadian National and Canadian Pacific are operating. Only a few months ago I was in Union Station in Toronto, which the CPR and CNR are thinking of remodelling or rebuilding. But why, when they do not look after the building they have now? My friend was talking about the trains that Sir John A. Macdonald started a hundred years ago but when I was in Union Station only three CP trains per day were coming in. It is a disgrace that we let the railways of Canada get away with this.

My hon. friend spoke about the Japanese trains. I was in Frankfurt, Germany, two or three years ago and at that time 800 trains per day moved in and out of that station. But the Canadian Pacific, which has the gall to call itself the greatest transportation company in the world, had three trains per day going to Union Station in Toronto. My hon. friend made a case to show the people of Canada that our railway system is in a terrible state, but he did not say what should be done about it. We can blame the government or the Chairman of the Canadian Transport Commission, but the brutal fact is that as a result of legislation passed in this House over the years, the railway companies have parliament exactly where they want it. They eliminate services, and not just passenger services. You should see the condition of some of the cattle that arrive in my area from western Canada. Sometimes a few are dead and the farmers have a hard time getting satisfaction from the Canadian Pacific or Canadian National.

We have to do something about this, Mr. Speaker, because as my hon. friend said, the Canadian Pacific Railway and the Canadian National Railways are laughing at us. It is high time that we in this House of Commons let the railway systems of Canada, and the people of Canada, know who is boss. Up to the present the railways have shown that they are.

**Mr. Horner:** Tell us about Pickersgill and his job.

**Mr. Whicher:** The railways have an obligation, not just to the House of Commons but to the people of Canada. When I watch a football game on television and see the Canadian Pacific advertisement about trains going across Canada—"Another Way in Which the Canadian Pacific is Serving You"—I say it is nonsense. The only people they serve are those at the head of the CPR and the stockhold-