

*Adjournment Debate*

meet the residency qualifications of Manitoba for service, upon referral by the Manitoba Vocational Rehabilitation Service.

With respect to the services being provided by the Department of Manpower and Immigration, officials of both departments finalized administrative details to add four to five additional out-reach workers to the staff of the Manitoba region of the Department of Manpower. Status Indian trainees already enrolled in the Manitoba Vocational Rehabilitation Services' programs will continue until graduation at the expense of the Department of Indian Affairs and Northern Development.

● (2220)

Taking all factors into consideration, there is confidence that the new arrangement will be more effective and acceptable to all of the Indian people served, both urban and non-urban, and at the same time will be more economical by avoiding duplication of services.

CANADIAN PACIFIC RAILWAY—PROPOSED LAY-OFF OF  
THREE THOUSAND MAINTENANCE WORKERS—REQUEST FOR  
REPORT

**Mr. David Orlikow (Winnipeg North):** Mr. Speaker, on July 2 I asked the Minister of Transport (Mr. Marchand) whether he had had an opportunity to look into the announcement by CPR that it would lay off 3,000 workers, 1,200 in Montreal and over 1,000 in Winnipeg, until the end of September. The minister replied that he had made inquiries with the CNR which was making virtually no lay-offs, and that the CPR lay-offs were a matter of negotiation with the union.

I asked the minister in charge of the wheat board a supplementary question. I asked whether he would look into the question of whether, as a result of this lay-off, there would be a shortage of freight cars to move grain this fall, and whether he would look into the question of whether the lay-off was in fact pressure being put on the workers by CPR ahead of their forthcoming contract negotiations this fall. The minister thought this was pretty far-fetched, but promised to look into the question of the possible shortfall of freight cars.

The Prime Minister (Mr. Trudeau) and the Minister of Finance (Mr. Turner) have recently spoken quite frequently about the difficulties created in various segments of the Canadian economy as a result of one small group of workers belonging to one union, in a field in which there are many unions, going on strike and tying up the whole industry.

In the railway industry there are 18 unions which represent all the employees. For a number of years they have banded together and bargained. One agreement is reached with the CPR and CNR. However, we now have a situation where the CPR has unilaterally decided on a major lay off of workers in the shop craft industry, particularly the carmen. We have 3,000 workers, many of them with ten or 20 years' seniority, who have worked continuously for the CPR, being given a seven weeks holiday without pay.

I suggest this is not at all far-fetched. I suggest, as I did in my question the other day, that the CPR is beginning the process of negotiating with its employees by warning

[Mrs. Campagnolo.]

them that they better not ask for too much in the negotiations this October because their jobs are not that secure.

The CPR is supposedly worrying about the cash flow of the company. However, at its recent annual general meeting of shareholders, the chairman of CPR, Mr. Ian D. Sinclair, announced record profits in 1974 of \$185.5 million, 50 per cent higher than those for 1973, and double the take of 1972. It is true that more than half of the profits came from the conglomerates owned and controlled by CP, but these are essentially in the natural resource field and arise from concessions given to the CP when the original promoters were encouraged to build the railway.

In recent years there have been a number of serious accidents as a result of derailments. The Canadian Transport Commission investigated the situation, held hearings, and recommended that maintenance work be increased sharply; it concluded that the derailments were a result of the lack of maintenance work on the rails.

We are expecting a plentiful crop this fall in western Canada, and again we are faced with the fact that once more Canada is likely to be unable to meet its commitments for grain sales since. According to the railway companies there will be a shortage of freight cars to move the grain. I suggest that this is a time not to be laying off railroad workers but to be putting them to work repairing and reconditioning all the old freight cars which can be made available for use, so that the big crop we are expecting this fall may be moved expeditiously both to the Lakehead and to Vancouver to meet the demands of customers.

I would urge the ministers concerned to use their influence with Canadian Pacific—and it is considerable—to urge that the company rescind these lay-offs which have been announced, that it put the workers to work doing the work they are ready to do and which is so necessary for the well being of the country.

**Mrs. Iona Campagnolo (Parliamentary Secretary to Minister of Indian Affairs and Northern Development):** Mr. Speaker, in replying to the hon. member for Winnipeg North (Mr. Orlikow) with respect to the part of the question which concerns the Department of Transport, may I say he has described the situation in which the Canadian Pacific finds itself, that of having to lay off a large number of workers for an extended period over the summer due to a general decline in the economy.

As the hon. member knows, the Canadian Pacific is a privately owned company, and in matters affecting its labour relations the Minister of Transport (Mr. Marchand) exercises no jurisdiction. He has, however, been assured by CP Rail that there should be no problems in supplying cars for the 1975-76 grain shipping season. There is surplus equipment on CP Rail, including covered hoppers, due to a fall-off in potash loadings; partners in split-lease arrangements are asking CP Rail to keep cars year-round until the economy picks up. In addition, some grain boxes are being stored due to a fall-off of grain shipments. At the present time CP Rail has more than a thousand government covered hoppers, with over 2,000 more coming on-stream in January.

The suggestion by the hon. member that involved in these lay-offs is a ploy by CP Rail to put pressure on the