

*National Transportation Act, 1986*

the key to the economic development of communities of northern Ontario.

What is the situation at the moment? It is that in fact CNR and CPR have both been abandoning rail lines in northern Ontario. In fact, at least at the present moment, there is the CTC and there must be adequate notification and hearings held in respect of the abandonment of any line in northern Ontario. However, if Bill C-18 is passed, the railways will find themselves free of that hindrance, of that hurdle, of at least the process whereby communities have the right at the moment to make representation to the CTC.

We all have concerns about certain CN subs; for example, the sub between Montreal and Sudbury. I understand that both CN and CP have a list of lines ready to be abandoned the moment proclamation is given to Bill C-18. The boys from CN will put the boots to northern Ontario in respect of these lines. In other words, they will run the line from Montreal, to Ottawa, to Toronto, back up to Sudbury, and west. This means that in the area between Ottawa and Sudbury there will be no line operating other than the line on which VIA will run.

This motion in fact indicates that we must place the economic development of regions first, before any other consideration in respect of rail line service. In part it reads:

—the Government of Canada and one or more provincial governments jointly decide that any such service or facilities and service is required for the achievement of national or regional, social and economic development objectives—

It gives a role and function to the federal and provincial Governments, but it does not give any voice or any role to the regional Governments or local communities.

We in northern Ontario have our problems with Toronto. If we talk about centralization and rigidity, we have our problems with Toronto. They think that what is good for Toronto must be good for all Ontario. Hopefully the Government of Ontario, with this new-found desire for federal co-operation and co-operative federalism which Mr. Peterson discovered the other day, will start recognizing that the regions in Ontario should be given the same sense of co-operative federalism in the Province of Ontario.

The only quarrel I have with the motion is that in fact it leaves out the input of the regional Governments or local communities.

What we have at the moment is the CN, and I want to speak specifically to that. The motion speaks to that. For example, in the town of Capreol, CNR has 600 employees at the present time. CNR has been making decisions in respect of that workforce. It has been making decisions in respect of train dispatching and crew dispatching. It has been cutting away at the workforce in Capreol. It is moving out the workforce. There are no consultations with the community. There are no consultations with the people in the community. There are no consultations with the workers affected. Simply a decision is made somewhere in the regional office or somewhere in the

main office in Montreal. Lo and behold we now find crew dispatchers in Toronto.

● (1600)

What do the crew dispatchers do in Capreol? They call the workers and tell them when the trains are going out. They call a guy who lives on Hannah Street in Capreol and say train number so and so is going out tonight. They took those crew dispatchers and moved them to Toronto. I want to ask you to think about that for a moment, Mr. Speaker. What do the crew dispatchers do in Toronto? They phone to Capreol and tell the guy on Hannah Street that the train is going out. We understand that it costs \$30,000 in long distance phone calls a month to phone guys in Toronto from Capreol that trains are going out or that trains are going out west, east, north or south.

They say that that provides economy to the company. The company is saving money. How is that saving money? We asked the company to lay the figures and the facts before the people. We asked them to justify this decision. The CN literally told the people that it was none of their business but the people are the ones who own the CNR, and the taxpayers were told that the decisions that they make that affect them adversely are none of their business. We have a company which, with the acquiescence and permission of this Government is acting in a way that we condemned Inco Falconbridge in the past for doing. They are acting without any accountability to the people who through the support of their taxes built this railway company.

I have no problem supporting this motion, even though I would like to see some controls by the region. I will vote for this motion when it comes to a vote because it really addresses the concerns of the communities that I represent in northern Ontario.

[Translation]

**Mr. Deputy Speaker:** Is the House ready for the question?

**Some Hon. Members:** Question!

**Mr. Deputy Speaker:** The vote is on motion No. 5, under the name of the Hon. Member for Westmorland—Kent (Mr. Robichaud). Is it the pleasure of the House to adopt the motion?

**Some Hon. Members:** Agreed.

**Some Hon. Members:** No.

**Mr. Deputy Speaker:** All those in favour please say yea.

**Some Hon. Members:** Yea.

**Mr. Deputy Speaker:** All those opposed please say nay.

**Some Hon. Members:** Nay.

**Mr. Deputy Speaker:** It my opinion the nays have it.