

Sherrold Moore, Vice-President of Amoco Canada Limited, dated May 8, 1987, raising money for the Minister and his constituency association. It says among other things that the PCs have made the energy industry a high priority.

Will the Minister undertake to remove himself from any decision of his department or Cabinet regarding the proposed takeover of Dome Petroleum by Amoco?

Hon. Harvie Andre (Minister of Consumer and Corporate Affairs): Mr. Speaker, I have in my association, as the Hon. Member has in his, I am sure, people who campaign and raise money on my behalf. It is part of the democratic process. All of those people have day jobs. I do not understand the implications the Hon. Member is putting forward. If he is somehow suggesting that there is something improper in volunteers helping a political Party in this way, and that somehow I am not allowed as the Member of Parliament for Calgary Centre to have people who happen to work in the oil industry working on behalf of my association, I simply disagree.

Some Hon. Members: Hear, hear!

Mr. Waddell: The Minister will know I am not suggesting that. I am simply trying to ensure that there is no conflict or even an appearance of a conflict.

Some Hon. Members: Oh, oh!

Mr. Hnatyshyn: The CLC made you say that.

Mr. Jelinek: Either make an accusation or shut up.

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ENERGY

DOME PETROLEUM—QUERY CONCERNING CABINET DECISION

Mr. Ian Waddell (Vancouver—Kingsway): Mr. Speaker, my supplementary question is directed to the Prime Minister. Would he indicate whether it was a cabinet decision not to get Petro-Canada involved in the bidding for Dome Petroleum? Were any of his Ministers involved in that in any way other than the Minister of Energy, Mines and Resources?

● (1440)

Right Hon. Brian Mulroney (Prime Minister): Mr. Speaker, my hon. friend knows full well that no Prime Minister or cabinet Minister comments on the substance of private discussions in Cabinet.

Oral Questions

[Translation]

VIA RAIL

INQUIRY WHETHER GOVERNMENT CAN JUSTIFY DECISION NOT TO FOLLOW PRINCIPAL UNANIMOUS RECOMMENDATION IN HORNER REPORT

Hon. André Ouellet (Papineau): I have a question for the Minister of Transport, Mr. Speaker. Last week, the Forget report on unemployment insurance was thrown out. This week, the Horner report on the future of VIA Rail was also thrown out, although it cost about a million dollars.

Can the Minister justify not following up the main and unanimous recommendation in the Horner report that VIA Rail should purchase new rolling stock or otherwise close down?

[English]

Hon. John C. Crosbie (Minister of Transport): Mr. Speaker, much of what was recommended in the Horner task force report has been implemented. This House has already heard that an additional \$361 million will be spent on VIA Rail over the next five years for a total of \$2.5 billion.

Some Hon. Members: Hear, hear!

Mr. Ouellet: Mr. Speaker, those expenditures are excessive because the Minister has been dragging his feet and because of mismanagement at VIA.

THE CANADIAN—TRANSCONTINENTAL TRAIN SERVICE

Hon. André Ouellet (Papineau): Mr. Speaker, is the Minister now aware that one-third of the service of the transcontinental train, The Canadian, will be cut? How can the Minister justify such a cut when this train is normally sold out during the busy summer months?

Hon. John C. Crosbie (Minister of Transport): Mr. Speaker, I explained yesterday that the transcontinental train is not going to be shortened this summer, it is simply not going to be lengthened. One of the reasons for that is that more refurbished cars are needed. Up to 200 cars will have air-conditioning installed and will have their heating systems changed from steam to electric. We will not have this problem after they are refurbished.

INVESTMENT IN NEW CARS—MINISTER'S POSITION

Mr. Iain Angus (Thunder Bay—Atikokan): Mr. Speaker, my question is directed to the Minister of Transport. The Government has preached financial competency and fiscal responsibility since it was elected. Yet in the case of VIA Rail it has shown that it is not interested in either fiscal responsibility or, apparently, in a real future for passenger rail in Canada.

Why was the Minister of Transport unable to convince his cabinet colleagues to invest in new rail passenger cars which would not only pay for themselves in seven years but would put