

*Canadian National Railways and Air Canada*

them to borrow, that is they are granted the power to borrow on the Canadian and foreign markets.

In the bill, no reference is made to the interest rates nor to previous bonds of those companies. We are asked to give them a blank cheque so that they may borrow.

How will those companies reimburse those loans that we shall allow them to make by adopting one or the other of these motions or the bill itself, since in either case there is coercion? These loans will be reimbursed next year by means of a new bill, written in the same style as this one. We shall again vote a subsidy, which will be a bit larger because of the interest to be reimbursed, and once again next year, as two or five years ago, these companies will be allowed to borrow to increase their debt so that they may develop.

Mr. Speaker, there are two kinds of socialism adepts in this House. Some are disguised, those of the Liberal government, some are true socialists, those in front of me. The latter say: let us place the railways and transportation companies of Canada under public ownership.

They tell us: once they are under public ownership, we shall be able to control our own destiny in the field of transportation. But they do not say, Mr. Speaker, that we will control our own destiny by borrowing from foreign sources, by putting the Canadian people in debt, and by increasing taxes to reimburse these loans and pay these subsidies to the companies, with the result that we shall not be the ones to control the Canadian transportation system uniting the eastern and western parts of the country, those in control will be the foreigners and those who have financed these companies.

Mr. Speaker, this is a statement of fact. The Minister of Transport (Mr. Marchand) or the Minister of Finance (Mr. Turner) are quite unable because of their intellectual integrity to say the opposite. It is easy to use big words and say: We shall be able to control our own destiny, we shall control such a field, we shall place companies under public ownership.

The people who say this, who use these fine words in front of the population, come before Parliament and, as Minister of Finance, Minister of Transport, or leader of the New Democratic Party, tell us: Let us now vote welfare subsidies to control our own destiny, to finance the operation of the companies which we control.

Secondly, let us give them the permission, a kind of blank to borrow and to enable foreigners to systematically control these companies. I feel it is more and more imperative, Mr. Speaker, to control these companies.

Canadians no longer control them. Neither is it Parliament whose only task is to vote subsidies since the minister, finally, because of the Crown companies' constitution, is not really responsible to the House.

Mr. Speaker, we are deluding ourselves if we think that we can endow Canada with a real national transportation system, connecting the two opposite coastlines and enabling Canadians from the east, the west, the Maritimes and central Canada to exchange goods as well as friendly feelings.

Old people in Montreal have been requesting with great publicity and support the privilege of paying less than

[Mr. Fortin.]

others because of their insufficient income but they are scoffed at.

Ottawa replies that for that category of people it has no money to make it easier for them to avail themselves of means of transport.

The transportation system has become so expensive in Canada that we must now face a problem of access concerning certain groups of Canadians.

Provincial governments state: "We may not look into this; this is federal jurisdiction". Meanwhile, Mr. Speaker, senior citizens will have to keep on waiting before they can benefit from public transportation and other transportation systems under the jurisdiction of the department of Transport. These same citizens, even if they have a small income, will have to keep on paying taxes in order to subsidize these firms which do not belong to us anymore.

Mr. Speaker, those were the only comments that I wished to make on this. I think that it is pointless to enlarge on this subject, to repeat the same thing for the hundredth time. Anyhow, the Minister does not understand anything and he is not even in the House. What matters is that this be recorded, so that the government as well as elected members of the New Democratic Party know that taking over a firm with capital that do not belong to us does not make that firm ours but gives it to the people who have the capital.

Moreover, how can we be proud of the lousy transportation system we have now, a system which operates on crutches because it does not belong to us and because we must subsidize it the way we subsidize people on social welfare.

Finally, we suddenly realize today that the railway system which was built in Canada, supposedly to unite all Canadians from the Atlantic to the Pacific and foster Canadian unity, is a complete failure. Actually, most railway lines are closed and the railway companies cannot, in an adequate and technically modern way, provide the necessary services and transport products from one place to another. They are unable to transport the wheat which we have in Western Canada to Eastern Canada where it is needed. They are unable to transport the milk which is produced in Eastern Canada to Western Canada and elsewhere where it is needed. Beef which may be in demand in one part of the country is lacking in the other. What is the government doing about this? The minister has not been courageous enough to reply today. That is why they say to Quebec producers: Tighten your belts! They refuse to subsidize them while they import 622 million pounds of beef from foreign countries!

Our transport system which is costing \$225 million to the taxpayers will be used for what? To pay the interest on our debt!

In Canada there are still some people who prefer to live with inflation in their small corner of the country. Some people do not feel at home in Canada because they cannot benefit by all the advantages offered by all the regions of the country. For some Canadians it is difficult to use our transport system because it is too costly. For them, it is prohibitive. Some Canadians have to tighten their belt whereas we could produce three times as much as they need, such as wheat, beef, milk and many other products.