

A few weeks ago I had the pleasure of meeting with CN Rail officials, along with my provincial counterpart in the riding of Stormont, Dundas and Glengarry, Conservative MPP Noble Villeneuve, and with municipal officials, local industry representatives, and so on to find out what were the plans of CN Rail for the Ottawa to Montreal line. Perhaps you will wonder, Mr. Speaker, why we chose this particular time to meet with them and what prompted the local community in my riding to want to meet with officials of CN Rail.

On September 25, 1986, a piece of internal correspondence at CN Rail, signed by R. P. Langlois, Regional Manager of Marketing for the St. Lawrence Region, indicated the following to a number of other officials:

In the context of the rationalization of our rail infrastructure, some lines have been identified as being potential candidates for abandonment in the coming years. A preliminary plan has been prepared and attached you will find the sections affected.

Further he indicated:

Any effort to attract new traffic on these sections is to be abandoned immediately. For the traffic already on these lines, we must consider either, and preferably, converting this traffic on to the intermodal system, or else, adjusting rates to minimize our present losses.

● (1620)

What we have is an official of CN Rail telling everybody else in the company: "Guys, we have to alienate business from this particular line. We have to discourage new business". Obviously the reason is that if and when CN applies to shut down the line to the Canadian Transport Commission—or whatever its replacement is according to this Bill—CN will have full justification. CN will not have any customers. Why will they not have customers, Mr. Speaker? Because CN intentionally will have done it.

In the event, Mr. Speaker, you are wondering about the if and why about which I was talking a minute ago, I have the attached list to this letter which identifies the Alexandria subdivision. In railway language that means the piece of rail between Ottawa and Coteau junction just west of Montreal. The Alexandria subdivision is listed here from mile marker 15.0 to 72.7, which is 57.7 miles to be shut down. The year identified is 1990. If CN Rail proceeds with what it wants to do, there will be no train, there will not even be a track between Ottawa and Montreal in the year 1990.

**Mr. Turner (Ottawa—Carleton):** I agree.

**Mr. Boudria:** This is according to CN's own internal documents which, incidentally, I have shared with the Hon. Member for Ottawa—Carleton because his region is affected as mine is. I know he shares that concern with me.

I have further correspondence from CN Rail which clearly demonstrates that it is the intention of CN to shut down that piece of rail line. What is most offensive to me as a Member of Parliament is to receive a letter from R.E. Lawless, President and Chief Operating Officer of CN Rail, in which he said, on December 4, 1986, describing the plans of his corporation:

*National Transportation Act, 1986*

At this time I can advise you, and indeed assure you, that should such a study reveal the need for a change in status, I will see that you are made aware of the situation.

In other words he is saying, "If we have a study and if we decide to shut down the rail line, we will let you know". This was after I had indicated to him that I had a copy of these documents in my hands. You would have thought that at least he would have had the foresight of knowing that to contradict previous documents from his own corporation in such a manner would lead him into some trouble, Mr. Speaker. But for those people at CN Rail that was not apparent.

When we had the meeting to which I was referring a little while ago in Alexandria with officials of CN Rail, the officials described to us that they had to operate under the new climate of deregulation that was coming up. Therefore, they were preparing themselves for it. That is why they had to contemplate what they were going to do next. This was being said at the same time that they were refusing to admit that their internal correspondence was their internal correspondence. They did not acknowledge this, but they told us about the new climate of deregulation which would necessitate all kinds of reviews and studies and this and that and that they would have to shut down, at some point, some parts of the rail line. Officials were doing this while refusing to admit that they had already started the process outlined in the memo I have described and in other internal correspondence of that corporation.

Should this plan proceed, both the deregulation as we know it now and the plans of CN Rail to shut down part of its rail line to accommodate this new deregulated system that we will have, here is what will happen: I have a plant in my riding in Alexandria, Ontario, by the name of Alexandria Moulding. It makes all kinds of fine wooden moulding similar to some of the ones here in this House and elsewhere. Alexandria Moulding employs over 200 people. The plant was in the middle of a \$15 million expansion program. Everything is stopped right now until the company can get some clarification as to whether or not there will be a rail line servicing the industry. That is only one industry in my riding. The agricultural community in the constituency that I represent—

[Translation]

Mr. Speaker, the farmers of my constituency have suffered from the failure this Government to help them and to lobby on the American Farm Bill, because of which Canadian farmers, faced with ridiculously low prices because of the negligence of this Government in its relations with the United States, will lose access to the rail services which they have been using to transport the corn from our region to the Maritimes. What will happen to our industries? What will happen to the farming community in my constituency? Mr. Speaker, those issues worry me. Moreover, at our meeting, the CN representatives admitted that those measures were aimed at accommodating the new climate created by the deregulation brought about by the Conservative Government.