

[English]

\*RURAL MAIL DELIVERY IN LAUNAY, QUEBEC

Question No. 62—**Mr. St. Julien:**

1. On October 1, 1986, did Canada Post cancel rural mail delivery in concession 4 of the municipality of Launay, in the constituency of Abitibi and, if so, for what reason?

2. Since the route was established and until September 30, 1986, what was the yearly cost of mail delivery?

**Mr. J. M. Forrestall (Parliamentary Secretary to Minister of Regional Industrial Expansion):** I am pleased to advise the Hon. Member for Abitibi (Mr. St. Julien) as follows:

1. Prior to October 1, 1986, 101 customers were served by the local post office through two different modes: 55 customers directly at the local post office; the remaining 46 customers by a contractor through rural route delivery.

Given the high cost of providing two different methods of delivery to such a small number of customers, a decision was taken to consolidate service to these customers through one delivery method. All Launay Station customers can now access their mail six days per week.

2. At the time the rural route service was consolidated, the service contract cost \$5,708, or an average of \$124.08 per point of call, compared to the national average cost of \$47. In addition, the total number of customers on this rural route was 46, compared to the national average of 225 customers.

**Mr. Lewis:** Mr. Speaker, I ask that the remaining questions be allowed to stand.

**Some Hon. Members:** Agreed.

## GOVERNMENT ORDERS

[English]

### NATIONAL TRANSPORTATION ACT, 1986

#### MEASURE TO ENACT

The House resumed from Thursday, January 29, 1987, consideration of the motion of Mr. Crosbie that Bill C-18, an Act respecting national transportation, be read the second time and referred to a legislative committee, and the amendment of Mr. Benjamin (p. 2756).

**Mr. Ernie Epp (Thunder Bay—Nipigon):** Mr. Speaker, when we reached the end of consideration of Government Orders yesterday I was debating the ramifications of Bill C-18. I was particularly concerned about the possible impacts of deregulating transportation in Canada. We will surely see some very serious effects on the competitive situation which the Government claims to be seeking. There will be cut-throat competition which will be responded to by a consolidation of control such as we have already seen in airline passenger service. I also raised concerns about the possible impacts of

### National Transportation Act, 1986

Bill C-18 on safety in transportation in Canada. I was commenting on that in particular when five o'clock arrived.

In concluding my comments this afternoon I would like to relate a conversation I had with a constituent in late November. This constituent is in the trucking business. We were attending a meeting which focused primarily on the threat to rural mail service due to the Government's plans for Canada Post. This man has been in the trucking business for quite some time. He said that he is not looking forward to the near future in the trucking business as deregulation takes effect. He wonders how long the trucking industry will have to put up with slashed tires and rods through radiators. I asked him if that is the sort of thing which happens when things are really open. He said that before trucking in Ontario was regulated there was all too much of that. He expects it will happen again if the deregulation of trucking is carried through. I asked whether he expected that regulation would be imposed once again and he said of course, that it would be impossible to live with this situation in the trucking industry.

I found that to be a very interesting series of observations. This man is trying to earn a living by providing a vital service, the movement of freight by truck. This man is very much aware of what the impacts of this change by the Government may be.

As others have pointed out, we will shift from concern about public necessity and convenience to a focus on the fitness, willingness, and ability of people to carry on in transportation industries. There will always be people willing to enter the business of trucking. There will always be trucks available at low prices. As businesses fail they will be bought up. Some people live with the excitement and romance of trucking, but the frightful necessity of making a living for those who are unable to get other jobs will always be there. They will be willing, but will they be fit and able to follow through?

In the harsh reality of carrying on in the trucking industry lies the ultimate test of how Bill C-18 will work. I do not know whether members of the Government are content to see railway companies go bankrupt. I do not know whether they are bothered by the fact that scheduled air transportation in this country is already controlled by the two groups of companies. That may not bother them very much. However, when they see people and small businesses in their ridings trying to make a living in the trucking industry labouring under these circumstances, faced with secret agreements and everything else that will be possible under Bill C-18, will they be ready to live with that? I think not. Therefore, I support the motion to send this matter back to the Transport Committee for further study.

**Mr. Ouellet:** Mr. Speaker, I was interested in the remarks of the Hon. Member with regard to a trucker who seems to be fearful of the consequences of this Conservative legislation. I could echo the remarks of the Hon. Member because a number of people involved in the trucking industry have written to me and met with me in my constituency office to tell me the same