

*National Transportation Act, 1986*

within a province. The amendments proposed by the Government will allow the CN and CP Rail to do what we call raiding in labour parlance. This means that, after this Bill is passed, when a transport company has such contracts, provides such services, gives work to people and helps remote areas develop their economy, the CN or the CP will hire two or three specialists to call on manufacturers who have their products distributed, and tell them privately: It costs you \$100 a unit to transport your product, but I shall charge you \$75. A contract is signed under the table and lo and behold, another trucking company goes under. Thanks for the present from the Conservative Government: no more jobs, no more contracts.

Mr. Speaker, that is what is going to happen across this country, in every province, riding and municipality. Could a small trucking company afford to hire the experts and top salesmen it would need to compete with Canadian Pacific or VIA Rail? Do you know a single trucking company with 15 or 20 trucks that would be able to pay someone between \$100,000 and \$150,000 to come and say: Listen here, you have to compete, I'm going to lose this contract. It is not just the contract, Mr. Speaker. He may go bankrupt and have to leave the business altogether.

Mr. Speaker, I keep saying to myself that nobody on earth, nobody in Canada could possibly suggest anything like that. However, I always forget I am not a Conservative, and that when you are a Conservative, the big guy always wins. It really is too bad because I thought this attitude had gone the way of the dinosaurs. However, we have seen this time and time again, in our fisheries, in the softwood lumber controversy and we are going to see it again in the air, railway and road transportation sectors. Mr. Speaker, for weeks and months people in the marine transportation industry have been lobbying. Employees from the Quebec shipyards at Sorel, Lauzon and Montreal came to see the Ministers of Transport here in Ottawa. They lobbied the Prime Minister for a marine transportation policy for Canada, to protect jobs the way other countries are doing. Nothing has happened. The shipbuilding industry in Quebec will be rationalized. In fact, this will happen across the country, as a result of the absence of a marine transportation policy. Those are the disastrous consequences of failing to have such a policy. Then they go on and apply the same kind of thinking to the air transport sector. Why not spoil a good thing? There are a couple of guys who want to make a buck, and two or three landing strips here and three or four planes there. Sold! After all, they deserve a break.

● (1620)

There is the average person who saves every week for a trip in February or during the summer to visit relatives. There are students who want to increase their knowledge and work all summer to pay for a trip, not to Europe, not even to the United States but to somewhere in Canada. People don't know Canada. Canadians do not know Canada. The impact of the proposed legislation will be such that services will go where the money is. Young people, young workers who may be listening

and who don't happen to live in one of the larger urban centres can kiss those trips goodbye. They can wait. If there is time and if there are enough people to warrant sending a plane, they might have a chance, but for the time being, the planes will go where the money is.

This cannot go on. It is just not possible. With 280 or 211 or 210 Conservatives—the way things are going, it's hard to keep track—I can hardly believe they all take the same position on this Bill. It is just not true that the Conservative Member for the Saguenay area is going to accept the Bill on the same terms as a Conservative Member from the Montreal area where people will not be affected as much. There must be somebody in that party who can defend the interests of the average Canadian and the people in his riding.

There are people who have commented on the Bill. I have here letters from the Teamsters Union which operates in the transportation sector. We have CP Rail which is opposed to certain changes. The Canadian Labour Congress has objected vehemently to the consequences this Bill will have. In Quebec we have Transport 2000 Canada, whose national Vice-President, Mr. Guy Chartrand, says that the Bill will not bring about a substantial reduction in air fares in Southern Canada. That is not something the Liberal Member for Montreal—Sainte-Marie made up, that was Mr. Guy Chartrand of Transport 2000 speaking. These are experts on transportation. They are dedicated to monitoring everything that relates to the transportation sector in order to protect the consumer, and that includes local, regional and national transportation. They are experts. This is not a partisan statement. These are people who know their stuff. We have the Canadian Brotherhood of Railway and Transport Workers, with 38,000 members. That is a lot more than just 211 or 210 Conservative Members. There are other people in Canada who are knowledgeable and who are saying: Deregulation doesn't make sense.

Mr. Speaker, what is happening today—I think it is important to recall the events that have taken place in the past two years since the Prime Minister's party with the President of the United States in Quebec City. That was where it all started, where the Canadian Government gave it all away. I think that looking back, and I don't blame the Prime Minister—at the time, he thought that by doing his tricks for the Americans he would get a lot in return. The Prime Minister thought: Ronnie, if you're against FIRA, out it goes. No problem, it's as good as done. Trust me, tomorrow I'll get it through the House even if the blues, the reds and the greens are opposed to the idea. I'll get it done. "Tell me what else you want." The Americans were not pleased with our energy policy: "Don't worry, my dear Ronald, I'll give you what you want. Any other request?"

Mr. Speaker, the Prime Minister crawled on his knees. He had everything right from the start. Here's the only thing our Prime Minister said: "I will negotiate free trade with you, but you will help me get on television", because, for our Prime Minister, it is important to appear on television in the U.S. The only thing Canadians got was to see their Prime Minister