

have \$125 million set aside for capital improvements. After that they generate their own capital.

The Ministry of Transport will specify in detail the level of service to be maintained. It will establish the fares.

That is the rub. Further on he stated:

But what about the user? Does he get jammed between the rollers of private profit and public cost cutting? I think not.

I think so. This is just what will happen in this new arrangement. The users of this service, the public of Newfoundland, the tourists travelling to Newfoundland, the people using the ferry service and the coastal service will be jammed in the ice. "Does he get jammed between the rollers of private profit", that is CN in its new role, "and public cost cutting", that is the Minister of Transport in his old familiar role? Yes, they do get caught because the Minister of Transport says he believes in user-pay and the user has to pay for these services.

CN believes in profit. The government is not going to agree to a level of service and fares that will satisfy the travelling public. It has not for the past couple of years and will not do so in the future. That is what is wrong with this new set-up. It is not going to work.

On page 9, Mr. Gratwick said:

Distinguishing between what is most desired and what is acceptable or will suffice, and acting on it, is what CN Marine is all about.

There is going to be some rough old times with CN Marine. CN Marine will want to do what will suffice. There will be a bare-bones service to carry people along the Newfoundland coast to Labrador and on the ferry service from the mainland to Newfoundland. They will want to do what will suffice, but the public wants satisfactory service. That is where it will break down. It is inevitable that it will break down.

I now want to deal with the *Argentia* service. I understand, and I hope it is correct, the minister will restore that service with two vessels. Last year, because of the sinking of the *Carson*, only one vessel was used on that run. The service given was undesirable, uncomfortable, and unsatisfactory. Last year they took a vessel from the *Argentia* run but now they have taken it back to *Argentia*. The people of Labrador and the people of Lewisporte, Newfoundland, want to know what will replace it. The MHA for Lewisporte District asks for this decision to be reconsidered and a replacement to be named for the *William Carson*. I hope the minister will be successful, first, in obtaining a replacement and continuing the service to Labrador and, second, and most important, in ensuring that a proper service to Newfoundland is maintained.

● (1642)

How can Newfoundland enjoy the benefits of the tourist business, such as they are, if the people who wish to travel in their campers, trailers and cars cannot get across the gulf to St. John's, to *Argentia*, to Port aux Basques and so on? And once there, they need to get back, which requires a decent system.

The ferry service is not a money-making proposition, and it never will be. The user-pay system will never answer the

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problem, not here nor in any other part of Canada. No account is taken, either, of the fact that the user-pay concept drove all the freight and express services off the sea and railway services and on to the highways. All this traffic going on the highway has demolished the highways. The result is that the province with the least financial capacity in Canada has been left with the job of trying to do something about the highways without the wherewithal to do it, as well as looking after the hundreds of other miles of roads.

A hard-hearted, stony-fisted government without any concern for the ordinary person, without even a streak of humanity, has grown arrogant after being so long in office and has ceased to care about the concerns of the ordinary people. It thinks it can get away with anything. It thinks it can move in and take over these hallowed halls and use them for Liberal party rallies et cetera any time it likes without any consultation with anyone. The public realizes this is an unfeeling government and that it no longer cares what is happening to people. We care in Newfoundland, Mr. Speaker, and the government will learn that whenever the next election is called.

I would like to advise the minister not to fall into any trap by trying to abandon our railway. I do not believe the CTC will suggest that, although I know the minister would jump at the chance to do it if the suggestion were made.

I have an article here about the CN ferry service which appeared in the St. John's *Evening Telegram* on June 28, headed "Mix-ups, Confusion on the Gulf—Journalist Can't Believe CN Ferry Service So Bad." The article concerns a statement made by a reporter with the CBC's radio show, "As It Happens." We all know about the reliability of the CBC. The reporter said:

At least 70 people turned up last Friday at North Sydney to make a crossing to find their reservations were cancelled.

Imagine that, Mr. Speaker! Seventy people turn up to make the crossing to Newfoundland at the end of June only to find their reservations have been cancelled. That is a great boost to the tourist industry of Newfoundland—for the hoteliers and moteliers and restaurateurs there, the purveyors of hot turkey sandwiches and that kind of thing. Seventy were turned back because their reservations were cancelled. The problem was caused apparently by the switch of the *Ambrose Shea* with the *Marine Cruiser* which had reduced vehicle and passenger capacity. A Mr. Scott—I believe he is with the CN—commented:

"I find it strange. There shouldn't have been any problems."

Well, there were problems. This kind of thing went on all summer and it isn't just a matter of the convenience of a few people, Mr. Speaker.

Another clipping I have here shows what is happening with respect to personnel down in Newfoundland. It says:

CN Marine has denied MP John Crosbie's assertion that computer and payroll services are to be moved out of the province—

Well, they think that puts poor old John right in his place. Then they go on: