

Montreal, Mr. Speaker, I know that they are trying—they are all getting uneasy on the Conservative side—I know that they are trying to find a Conservative Member from New Brunswick to come and reply. Anyway, we're going to shake them awake because it takes a Liberal to wake them up, Mr. Speaker. They are all chicken, they are cowards. The time has come to speak out. We have an amendment to save jobs in their province, let them come here and stand up.

They have been elected to represent their constituents. They are going to go out and canvass their ridings to try to be elected again, and they will say: Sir, madam, I would like to go on representing you in Ottawa. But the gentleman or the lady in question will tell them: My good man, my good woman, where were you when the Liberal Member put forward a suggestion to save my job in the transportation sector, where were you? Well, you know, I didn't know, I did not realize. Then they will simply tell him: Beat it, we're no longer voting for you. You had one turn, it is over, go back home, you can stick to your own transportation. Mr. Speaker, it is time for those people to wake up. Look at opinion polls. There is no Rhinoceros Party in New Brunswick, otherwise they would be fifth in the polls. That is what is happening to them in Quebec.

I think it is important, even in the Montreal area where last week I attended a demonstration by 500 workers of such corporations as Bombardier, Canadian Steel Wheel and Laforge. Marine Industries, in Sorel, which used to build railway cars, is now closed, finished. Bombardier will have to lay off 400 employees, and the Bill has not even been adopted. With this Bill, we are selling ourselves, or rather giving ourselves away to the Americans. But what my hon. friend is proposing is to create a mechanism, a tool which would make it possible for the Minister to tell a foreign corporation: Just a moment, this company, in spite of temporary difficulties, must continue to operate. It should be given a break, because it has jobs to save, workers to protect and services to provide. That is what the amendment is saying. It is not seeking to abolish free trade. It is simply looking for a tool.

Perhaps PC Members are well aware that even if the Minister of Transport (Mr. Crosbie) was provided with such a tool, he would not know how to use it. Wake up and think! He will not be Minister of Transport forever. One of these days, a good one will be appointed to this position. It will be one of you. If not, it will be one of us. Such a tool is needed to ensure the protection of regional development.

When we talk about development, we mean more than just a principle: we are thinking about Canadians as well as the business firms which need a high quality transportation service, and all the unemployed who need jobs. That is what the amendment is all about.

As my time is about to expire, Mr. Speaker, I trust that some PC Members will stand up and congratulate my New Brunswick friend. They will congratulate and support him because his amendment is quite reasonable. It is meant to benefit the people of New Brunswick. I am from Quebec, and I

National Transportation Act, 1986

know that my fellow Quebecers will benefit from this amendment, even those from the Montreal area. The Government refuses to develop any real railway transportation policy. The Government would rather have CN and CP buy car wheels from Brazil. Have you ever wondered where this Government's philosophy will lead us if it decides to buy from the cheapest source in the world? There will not be any work left for a single solitary Canadian. Of course, there will always be places where you can buy a cheaper equivalent of any product manufactured here. But then, what is the Government of Canada all about? It is there to ensure that its population has a decent standard of living, has services and has jobs. The proposed amendment to this harmful transportation bill will improve and correct some of its shortcomings and will contribute to its intended objectives.

Mr. Speaker, in conclusion I would like to congratulate my colleague from New Brunswick and I would hope that at least one, not five or ten, not even three but one Conservative member from that province will stand up and support the motion. And if that member is afraid that his leader and his whip will punish him and cancel a trip he was counting on, then I suggest that he rise in his place and remain silent so that we know where he stands and so that my colleague can go back to the people of New Brunswick and tell them that although the Conservative members are obviously not that good, one of them did agree with his proposal, however discreetly.

• (1550)

[English]

Mr. John R. Rodriguez (Nickel Belt): Mr. Speaker, I congratulate the Hon. Member who put this motion forward. Motion No. 5 is certainly well thought out and expresses a concern which for the people of northern Ontario is of great importance.

One thing about which we in northern Ontario are most concerned is regional development. The communities in northern Ontario are primarily based upon the exploitation of resources. All we do is cut or mine a resource, and then it is shipped out.

We have experienced in the past that as a result of the freight rates which are set, resources are shipped out cheaply, but in fact they penalize the north in respect of shipping a finished product to market. It is much cheaper to ship out a raw resource than to ship out a finished product. Furthermore, we have always dreamed, hoped, and prayed, I might say, for regional development. In other words we have hoped that the economies of our communities in northern Ontario would be diversified. There has been much rhetoric around the whole question of diversification of the economies of northern Ontario.

There is no doubt that the key to economic development in northern Ontario must be transportation. We all recognize that the supply of energy is important, but transportation is