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produce a medical certificate that, in effect, says he has no mental problems. After all, a medical certificate is needed before getting a Class 1 driver's licence in my province.

I appeal to the Minister of Justice to act now. It is just too easy to buy a restricted weapon in Canada. Let us act now, before more lives are lost.

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VIA RAIL

Mr. Felix Holtmann (Portage—Interlake): Mr. Speaker, contrary to what Canadians and foreign tourists might believe after listening to the media and the opposition critics last week, VIA Rail is still running passenger trains in Canada.

The first Canadian train run only began in the 1950s and, like most things with VIA Rail, it ran late. Its cancellation was late, years and hundreds of millions of taxpayers' dollars late.

The last Canadian—it sounds like a title from some Harlequin Romance—was full. It was full of so-called train buffs who admitted they had not ridden the train for years and it was full of the media. The media had not used it for 30 years but took a free ride to write or report a story.

What is in store for Canada now that we have experienced the last Canadian media rail circus? Real train buffs will still be able to travel the rails, only this time the trains might be full and taxpayers will not be forced to pay for the train buffs' nostalgia.

The media and a few of the opposition members across the way can resume travelling by air as they have for years. Not for them, the slower romantic clickety-clack of the passenger train.

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THE ENVIRONMENT

Hon. Chas. L. Caccia (Davenport): Mr. Speaker, in 1983 the Liberal government recognized the necessity of a national water policy and launched an inquiry. It produced in 1985 a report called *Currents of Change*.

In 1987, this government released a paper entitled *Federal Water Policy*, a weak document which had little

effect on government policy. Although it promised that international water projects would be subjected to environmental assessment and review processes, the environment minister had to be taken to court twice to make him enforce his own law in the case of Rafferty-Alameda dam project.

That paper also promised a legislative framework for water in Canada. Yet today, seven years later, after launching that inquiry, despite copious rhetoric on sustainable development, this government has no national water legislation, no national standards, and no legislative commitment against diversions and export of water.

We therefore must call on this tired government and urge it to introduce into this House meaningful and substantial water legislation.

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CANADA POST

Mr. Len Taylor (The Battlefords—Meadow Lake): Mr. Speaker, there is a serious deficiency in the federal heritage buildings' legislation under the jurisdiction of the Minister of the Environment. That legislation is being taken advantage of by the Minister of Public Works and the minister responsible for Canada Post.

Federal heritage policy requires a degree of maintenance and protection for identified federal buildings in Canada, some of which are currently owned by Public Works and leased to Canada Post.

While Canada Post continues to withdraw its commitment to operating post offices, particularly in rural Canada where the only federal presence in the community is the federal post office, the Minister of Public Works, through a loophole in existing legislation, allows Canada Post to operate outside compliance with the heritage buildings legislation. As a result, heritage structures like the post office building in Wilkie, Saskatchewan are left in need of maintenance and restoration and identified for sale to the private sector.

It is time to renew our commitment to postal service in rural Canada and through the Minister of the Environment to strengthen heritage legislation and prevent the loss of even more heritage structures across Canada.