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**RIGHT TO LIFE**

## SCHEDULED NATIONAL RALLY ON PARLIAMENT HILL

**Mr. Don Boudria (Glengarry—Prescott—Russell):** Mr. Speaker, this Saturday, September 17, from 9 a.m. to 7 p.m., the National Rally For Life 1988 will be held here on Parliament Hill. Some 50,000 Canadians are expected to attend this ceremony at which they will demonstrate to all our fellow citizens that we want the protection of human life and we want legislation to protect human life.

As you know, Mother Teresa of Calcutta will be here to speak to Canadians that day. It is my hope that many Canadians will join me and other Members of Parliament, and the 50,000 Canadians who will be there, to listen to Mother Teresa and others who will speak to us of the importance of protecting human life from conception.

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**HUMAN RIGHTS**INTERNATIONAL CENTRE FOR HUMAN RIGHTS AND  
DEMOCRATIC DEVELOPMENT

**Mr. Dave Nickerson (Western Arctic):** Mr. Speaker, Canadians will welcome the Government's initiative in establishing the International Centre for Human Rights and Democratic Development. In view of the countless and recurring incidents of human rights violations, the Government of Canada has, after extensive consultations, introduced Bill C-147 proposing such a centre.

This initiative will help ensure that recipients of Canadian aid are held accountable for their observance of human rights. I would direct the attention of the House to an article entitled "Foreign Aid And Human Rights" appearing in the latest edition of *International Perspectives* which contains sensible suggestions as to how this might be accomplished.

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**TRANSPORT**TRANSPORT ROUTE CANADA—SITUATION OF FORMER  
EMPLOYEES

**Mr. David Orlikow (Winnipeg North):** Mr. Speaker, I want to place before the House just a few of the problems and questions which are frightening the former workers of Transport Route Canada. Since the bankruptcy of this privatized firm, we heard about the disastrous effects on the pension rights of up to 2,500 workers. Here are the other questions that are worrying them. Will they get unpaid wages?

Will they get the vacation pay owed them? Will they get the severance pay they are entitled to under the provisions of the Canada Labour Code? Will the independent truck owner-operators be paid for work they have done for Transport Route Canada? Some of them are owed up to \$20,000.

The Government says CN would have folded the company anyway, blithely ignoring the fact it was the Government which introduced transport deregulation and which sets the terms under which CN operates.

The Government and CN management are not without responsibility to these employees. Their unions want to meet the Government and CN to ensure that their benefits are not lost and that the assets of this company are not simply plundered by buccaneers who took advantage of woolly and wasteful privatization policies.

If the Government believes these policies are defensible, then it should have no objection to a full inquiry into a situation which has permitted the assets of this company to be stripped by management and left the workforce on the street with no benefits and no work.

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**HIGHWAYS**

## STATE OF NEW BRUNSWICK HIGHWAYS

**Mr. Albert Girard (Restigouche):** Mr. Speaker, I have read with great care the New Brunswick Government's discussion paper on adequate highways for the province. The document states that a total of almost \$2 billion is required to upgrade our highways over the next 15 years. It is interesting to note that over 87 per cent of the total amount is being earmarked for the TransCanada Highway. They want to add extra lanes when highways in northern New Brunswick are still in desperate need of repair and even completion.

Highway 11 and Highway 17 are essential to the economic future of northern New Brunswick, and by the province's own estimation some \$34 million, or 1.7 per cent of the total projected expenditure, is all that is required to complete these routes.

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Before the federal Government commits another penny to New Brunswick highway development the provincial Government should make a priority commitment to the completion of Routes 17 and 11. This is a provincial responsibility.

Come on, let's talk about completing highways before adding lanes to the ones that are already there!