

dedication to the railroad which you found some years ago. Part of the explanation lies in the availability of other jobs, the mobility of workers, and the opportunity for families to move to other parts of the country and follow different vocations. However, part of the explanation lies in the fact that within the CNR and within the CPR there are too many chiefs and not enough Indians. There are too many people in managerial positions and too many bosses, one not talking to the other. Too many orders come down from on high, whether from the head office at Montreal or some regional office, to the men running the railroad, the engineers, conductors and station agents, as well as all the others who run the railroads at the community level and in the regions. The concept of relating in a human way to people working on the railroad has gone.

The workers do not feel the compulsion to do a good job. Let me give an example, to show why this is so. Who in the railroad hierarchy made the decision, the effect of which I will illustrate in a moment, I do not know. At any rate, here is the situation: There used to be a train that left Jasper, Alberta, in the evening. There were sleeper-coaches on that train. Mind you, the scheduling of trains changes about every six months. At any rate, that service was provided at one time. That train travelled westward; its terminus was Prince Rupert, about 900 or 1,000 miles away from the point of departure. Between 6 and 6.30 a.m. that train pulling a certain number of sleeping coaches was at about the half way point, at Prince George. At about that time, at 6.30 a.m., the people with kiddies, the families who had bought sleeper accommodation at Jasper and who wanted to go to Prince Rupert, 1,000 miles away, were aroused from sleep. They had to get up, clothe their kids and themselves, pack their luggage, move out of the sleeper car and go ahead two cars on exactly the same train. They had to sit in the day coach for the rest of the journey. This happened at 6.30 in the morning.

When the train left Prince George to go to Prince Rupert, the sleeper coaches were still on the tail end of the train. They were hauled empty all the way to Prince Rupert, 500 miles away, and all the way back again, empty. You could not occupy a sleeper coach on that train between Prince Rupert and Prince George, or vice versa. I do not know who thought of running the railway that way. It was not very satisfactory from the point of view of the passengers. The people who were most upset, because they had to go through this procedure every single day, were the railroaders themselves, the conductors and men on the train. Crews were changed at Prince George, and they saw the stupidity of what was happening. No matter how many complaints we lodged with Canadian National management, nothing happened. We might as well have complained to the Minister of Consumer and Corporate Affairs (Mr. Gray), for all the response we got. Management did not even take the trouble to explain what was happening. It did not acknowledge letters.

The Canadian National has an obligation to the area which I represent, which is just as great as its obligation to every other area it serves. It has a special obligation to the northern part of British Columbia, as it is the railway that ties northern B.C. into the national railroad system. Sure, there is a B.C. railway operating in that area as well in a north-south direction. Its terminus is in north Vancouver. We are connected to the national system at Prince

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George; therefore, I say that the primary responsibility for maintaining that connection is with the CNR.

The Canadian National system traditionally has moved goods in and out of northern B.C. that go by rail. I am speaking in particular of lumber, which is sent to the markets of North America. The railway at the moment is shirking responsibility for providing adequate service to that industry. As has been indicated in the question period a number of times, there is a serious shortage of railroad cars to serve the north central and northern part of British Columbia. There is a shortage of box cars for moving lumber. Sawn lumber, some of it dried and some of it rough sawn, is piling up at mill sites and at shipping points. According to conservative estimates, about 400 million board feet of lumber which have gone through the mill are waiting to be moved by Canadian National. Between 500 and 600 people have already been laid off in the saw mill industry because there is no other place to pile the lumber that is run through sawmills. Some mills are operating at 50 per cent capacity, in a day when you can sell every stick of lumber you can run through a headrig. Further shutdowns in the sawmill industry in northern British Columbia are imminent. They may be taking place today in one area or another.

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Where are the boxcars? In recent months the Canadian National Railways claimed there was a shortage of cars because they were not being returned from the United States with sufficient dispatch. There was an inability on our part to force a quick return of the cars. However, that does not appear to be a valid reason at this time. Surely, a group of people who have had the experience of running a railroad for as many years as the people running the CNR should be able to plan ahead and predict what use is going to be made of the cars. Surely, they should know from past experience that 40 or 50 days is an inordinately long time for a railway car to be sitting on a siding in the United States. It is being used as a warehouse, at per diem rate of approximately \$7. This is done on a formal basis, but it comes to approximately \$7 a day. CNR is renting boxcars for warehouse space at \$7 a day. That is not very sensible planning. It does not take into account the need in this country.

The logging and lumber industry in the north is desperately trying to get out of the doldrums it has been in for the past few years. The provincial government in B.C. has recognized the detriment this situation is to our area by giving the forest resources to one or two large companies. It is now seeking to get into that monopoly position in order to get the small lumber operators back into business. A municipality in my area is seeking to get into the lumber business in order to take advantage of the opportunity to saw and ship lumber out of the region. Communities such as Smithers, Burns Lake and communities both north and south of Prince George are now struggling for some viability. They are being denied that opportunity by this government and Canadian National.

In the estimates for the current fiscal year, we passed an expenditure of \$46 million to buy 2,000 hopper cars to ship grain. That is what it cost the taxpayers in Canada. I do not know the arrangements for leasing or renting these cars to CNR, CPR or any other railroad that moves grain,