

Railway Act

Associates; (b) Architects & Planners, Urban Design; (c) \$16,100; (d) See Parts (c); (e) December 1976 to March 1977.

DEPUTY MINISTER AND ASSISTANT DEPUTY MINISTER
POSITIONS HELD BY WOMEN

Question No. 822—**Mr. Howie:**

On November 1, 1977, how many women held the position of (a) Deputy Minister (b) Assistant Deputy Minister?

Hon. Robert K. Andras (President of the Treasury Board): On November 1, 1977, one woman held the position of Deputy Minister and two the position of Assistant Deputy Minister. In addition, three women held the position of Head of Agency, which is considered to be equivalent to Deputy Minister.

FORT ALEXANDER INDIAN BAND HOCKEY TEAM

Question No. 1,210—**Mr. Epp:**

1. Did the government grant the Fort Alexander Indian Reserve monies to fly to Copenhagen, Denmark for the purpose of playing hockey and, if so (a) in what amount (b) how many persons are going?
2. What is the cost of travel by air, rail and/or bus?
3. What will be the cost of food and lodging paid by the government?
4. What amount was allotted for expense accounts?

Hon. James Hugh Faulkner (Minister of Indian Affairs and Northern Development): 1. Yes, in part. (a) The Fort Alexander Band is providing the Saogeeng Oldtimers Hockey Team with \$7,000 from the Band recreation budget, which is made up of federal funds transferred to the Band. However, the total project cost is \$39,000. The balance of the funds was raised through community fund raising ventures. (b) 26.

2. The total airfare costs are \$21,000.
3. and 4. The Band advises that food, lodging and expenses will amount to \$17,200.

[*English*]

Mr. Speaker: Shall the remaining questions be allowed to stand?

Some hon. Members: Agreed.

GOVERNMENT ORDERS

[*English*]

RAILWAY ACT

MEASURE TO AMEND AND REPEAL CERTAIN STATUTES

The House resumed, from Thursday, March 2, consideration of the motion of Mr. Lang that Bill C-17, to amend the Canadian National Railways Capital Revision Act and the Railway Act and to amend and repeal certain other statutes in

consequence thereof, be read the second time and referred to the Standing Committee on Transport and Communications.

Mr. Cyril Symes (Sault Ste. Marie): Mr. Speaker, I want to participate in this debate on Bill C-17 to comment briefly on some of the concerns I have about this CNR refinancing bill, in the context of our national rail transportation policy in general and the problems we encounter in many areas of Canada because we do not have a national transportation policy due to the lack of initiative of the Liberal government under the current Prime Minister (Mr. Trudeau) who, over the past decade, I am afraid, has allowed the situation to go from bad to worse.

● (1212)

This bill is an attempt to recapitalize \$808 million of the CNR debt which stands at approximately \$2 billion. We support the concept of trying to reduce the debt of the CNR. We think it has to be brought on to a more equal footing with the CPR, and therefore we say this recapitalization is long overdue. As a Crown corporation the CNR has carried this burden for a number of years while competing on an unfair basis with the CPR.

It should not be forgotten that the CNR was formed when private railway companies went bankrupt. In 1919 the government of the day acknowledged that rail service was an essential service and that railways should not be allowed to fold up and leave communities stranded. The history of transportation and of other areas of endeavour in this country shows that the government stepped in to maintain an essential service and, in doing so, of course saddled itself with a huge debt and committed itself to paying off the private owners and shareholders in the company. As a result the CNR has been burdened with that debt over the years.

We should not forget that the government has helped the private railway company as well. I am sometimes amused at the distortion of history that we see in the advertising of private groups in this country. I think of the Insurance Bureau of Canada and, to some extent, of the CPR. They like to glorify private enterprise and imply that it developed this country all on its own. Anyone who reads Canadian economic history realizes, of course, that is only half the truth. There is a long tradition of government involvement in Canada through direct subsidy, taxation measures, and Crown corporations, which did what private capital and industry was unable or unwilling to do. We should remind ourselves that at the close of the 19th century the CPR received \$25 billion in outright grants from the federal government and a grant of 25 million acres of land, a very handsome subsidy in those days.

When we talk of private and public transportation we should not forget the context in which both were developed. It was considered that transportation was a service very important to Canada. Although that concept has been accepted from time to time, I am afraid that under the present administration the idea of service taking precedence over strict profit is being diminished. That is regrettable and will only serve to exacer-