

*Canadian National Railways and Air Canada*

the absolute privilege of non-disclosure of sources either have not thought through the dangers of creating a special class of Canadian citizens or perhaps see the possibility of an exceptionally easy way, an exceptionally simple route out of admission of error, out of their own admission of sloppy reporting, out of the admission of conjecture, by simply saying they have an undisclosed source, they shall not disclose that source and they cannot be compelled to do so. I think we would lose, again, the benefits we might achieve by giving up the right of the journalist to give testimony in court, and we would exchange for that the expectation that there would be at least some journalists who would completely abuse the privilege.

I would refer to the practice of recent years known as investigatory journalism, where in effect we see a journalist acting as a public prosecutor. The defendant seems to be an individual who is on the grill or who is being interviewed, and the judge is apparently the mass of the public. That constitutes something very close to a kangaroo court. Whether that trend toward investigatory journalism will continue or whether the extremely heavy expense, of newspapers in particular, pursuing it will prove worth while in terms of the publisher's interests, I do not know; but, hopefully, in the years to come journalists and publishers will come to recognize that the highly refined system of our law and courts, with prosecution, defence and judge, cannot be replaced by a one-man fringe show.

**Mr. Peters:** That has not been true in the United States.

**Mr. Blaker:** With respect to the hon. member's comment about the United States—

**Mr. Speaker:** Order, please. I regret very much having to interrupt the hon. member who has the floor, but the hour appointed for the consideration of private members' business has now expired.

At six o'clock the House took recess.

**AFTER RECESS**

The House resumed at 8 p.m.

**GOVERNMENT ORDERS**

[English]

**CANADIAN NATIONAL RAILWAYS AND AIR CANADA****PROVISION FOR CAPITAL EXPENDITURES AND GUARANTEEING OF SECURITIES AND DEBENTURES**

The House resumed consideration of the motion of Mr. Turner (Ottawa-Carleton) that Bill C-164, to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways system and Air Canada for the period from the 1st day of January, 1973, to the 30th day of June, 1974, and to authorize the guarantee

[Mr. Blaker.]

by Her Majesty of certain securities to be issued by the Canadian National Railway company and certain debentures to be issued by Air Canada, be read the second time and referred to the Standing Committee on Transport and Communications.

**Mr. Keith Taylor (Churchill):** Mr. Speaker, I should like to make a few comments concerning the rates charged by Canadian National Railways on their line into Churchill. This afternoon my comments concerned some of the rates, but another factor that militates against the use of the facilities at Churchill is the recent practice of the CNR in going to a cubic rate as opposed to a straight poundage rate. The effect of this method of calculating freight rates has been to double, or triple in many cases, the rate that would otherwise be charged by the CNR. Anyone who knows anything about freight rates realizes that when you are dealing with rates on a cubic basis it is almost impossible economically to ship bulky items. Things like boats that are vitally necessary in the tourist industry such as we are hoping to develop in the north are bulky and the freight rates become almost prohibitive.

We have had many discussions with the CNR on this matter and, of course, the answer always is that the act which governs them makes it absolutely essential that this form of charge be levied and collected. None of the local officials will give any hope of the rates being changed. It is certainly in the vital interest of anyone involved in the tourist industry in northern Manitoba that something be done about this rate which, as I have said, is almost prohibitive.

As I mentioned earlier, Mr. Speaker, the Canadian National Railways is the only means of transportation to the port of Churchill. If we are to develop Churchill, and I certainly hope that will be the case, it is absolutely necessary that the CNR adopt rates, attitude and policies which will encourage such development. All the freight to and from western Canada which goes through the port must use Canadian National Railways. The experience to date is that these rates, and these rates alone, in many cases make it almost impossible to use the port of Churchill as a means of shipping goods to and from the rest of Canada, particularly western Canada.

I should like to refer to some of the rates mentioned in the report of the committee on freight rates, published by Norman Regional Development Inc., in December, 1972. This is a Manitoba organization set up to study freight rates particularly in northern Manitoba and with reference, of course, to the port of Churchill. The commodity rate for shipping to Regina from Churchill is \$126 per 2,000 pounds for 844 miles. From Montreal to Regina the freight rate is \$82.20 per 2,000 pounds for 1,711 miles. So the CNR charges \$43.80 more for 867 less miles. As far as machinery is concerned, between Churchill and Regina the rate is \$56.80 per 2,000 pounds for 844 miles, and from Montreal to Regina the rate is \$96.80 for 2,000 pounds for 1,711 miles. In this case the Churchill rate is \$40 lower. At the Montreal rate per mile, the rate to Churchill would be \$47.75, which would amount to a further saving of \$9.05. Let me quote the rate for automobiles sent to Winnipeg from Churchill. The rate is \$144 per 2,000 pounds for 978 miles. From Montreal the rate is \$76.80 per 2,000 pounds for 1,354 miles.