

Oral Questions

hon. gentleman has not given any indication whatsoever that there are private interests interested in privatizing these operations. Second, the question of monitoring. In the second place, the hon. gentleman was talking about making them more effective because they were going to be very strictly supervised: how do you supervise privatized industry, and make them more effective?

Mr. Marchand: Mr. Speaker, the answers to these questions will become a lot more clear as the recommendations of the committee I have set up come in to me. There are different options being considered. One is perhaps the establishment of a Crown corporation of some kind.

I would remind the hon. member that the total budget for those two labs was \$7.3 million. We are cutting some \$3.3 million off and privatizing that part of it. The federal government will still make a contribution of some \$4 million to those labs, and as such we will have a monitoring role to make sure that as far as the objectives we have are concerned—the objectives of the forest industry and the country—they are achieved.

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AIRPORTS**WINNIPEG INTERNATIONAL—FACILITIES TO ASSIST
HANDICAPPED PERSONS**

Mr. Stanley Knowles (Winnipeg North Centre): Mr. Speaker, I have a question for the Minister of Transport along the lines of the question put to him earlier by the hon. member for Winnipeg South Centre. My question is based on correspondence the minister and I have had about this matter over two or three months. I put it to him as urgently as I can.

In view of the fact that the government's long-term plans to provide for the needs of handicapped people at the Winnipeg airport do not seem to be in line for implementation until after 1980, when the World Rehabilitation Congress will take place, and in view of the fact that it has been suggested to the minister that temporary elevators be put in the Winnipeg airport from the second floor down to the first floor in the space near the baggage carousels, may I ask the minister if this suggestion is receiving active consideration?

Hon. Otto E. Lang (Minister of Transport and Minister of Justice): As I indicated in earlier answers, Mr. Speaker, we are most concerned to provide adequate facilities and we are looking at all possible solutions, which would include the one mentioned by the hon. member. As soon as I have any information on the question of how we will be able to solve the problem, I will let the House know.

Mr. Knowles (Winnipeg North Centre): Will the minister undertake, as a matter of priority, to have something done before the World Rehabilitation Congress meets in Winnipeg in 1980?

Mr. Lang: Mr. Speaker, that is certainly our objective.

[Mr. Munro (Esquimalt-Saanich).]

CANADIAN NATIONAL RAILWAYS**PROTESTED EROSION OF RAIL SERVICE IN NOVA SCOTIA**

Mr. Lloyd R. Crouse (South Shore): Mr. Speaker, I wish to direct my question to the Minister of Transport and Minister of Justice and Attorney General and Minister responsible for the Wheat Board, but my question is in relation to his responsibilities as Minister of Transport.

Since the CN Express terminals at Bridgewater and Shelburne, in Nova Scotia, have consistently shown a profit every month for the past eight months of 1978, which indicates the outstanding service provided by these facilities, as well as the dependence of the business community on CN Express, especially during the recent mail strike, would the minister indicate the reasons for phasing-out this profitable operation and, in light of their record, will he take whatever steps are necessary to retain these facilities along the south shore of Nova Scotia?

Hon. Otto E. Lang (Minister of Transport and Minister of Justice): Mr. Speaker, as the hon. member knows, the day to day operations of Canadian National are not interfered with by me as minister. The interest we have, of course, in maintaining good service from our railways, whether it be from CN or another, privately-owned, railway, is clear. General management, however, is in the hands of management which also has objectives in lowering costs and assuring that through the use of the newest possible techniques, productivity is increased and freight rates and other charges are held as low as possible to the Canadian public.

Those are objectives which they attempt to put together in terms of management judgments, and I think that over all we have to agree that Canadian National has been doing an extremely good job of moving more and more freight over more and more distance at a cost which is very, very good as compared to rises in costs generally. That, I think, has to be the situation. Obviously, if there is any real deterioration in service which is affecting the community, we would all be concerned and representations can be made known to the management of CN.

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BUSINESS OF THE HOUSE

Mr. Speaker: Order. I have two procedural matters to deal with today. The hon. member for Greenwood (Mr. Brewin) has given me notice of a question of privilege, and I will hear him in one minute. In addition there is an outstanding point of order with respect to the application of Standing Order 43. I understand that there has been a consensus that that matter will be discussed as well. It has been held in abeyance pending a convenient opportunity for argument to be delivered to me on Standing Order 43.

● (1502)

I wonder if the parties involved in both these procedural questions would agree that we might, for the benefit of the