

S.O. 22

income security programs. It is not a perfect system but it is a good philosophy which most Canadians are proud of and support. Our Prime Minister now says we can no longer afford this philosophy. He would have us embrace a pre-Depression philosophy which offers programs, through a means test, to the deserving poor, and relies heavily on voluntary charities such as food banks. He wants quiet consultation, but no embarrassing public debate or political confrontation. He forgets that social policy consultants claim Tory consultation was a farce since their views were ignored.

Instead of listening to consultants and the Canadian public, the Prime Minister relies on the Nielsen recommendations to cut all programs except the military. He allows his hatchet man to develop a new social philosophy, not Canadians.

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RAILWAYS**DERAILMENT AT RAITH, ONT.**

Mr. Ernie Epp (Thunder Bay-Nipigon): Mr. Speaker, the derailment of a CP Rail train yesterday near Raith, not far from Thunder Bay, focuses the problems we face in ensuring safe train movement. The derailment, which fortunately occurred in a sparsely-populated area, was the result of a roller bearing burn out. This happened 45 kilometres past one hot box detector and 10 kilometres short of the next one. The technological problem is that burn outs occur more rapidly with roller bearings than with steel axles in brass seats. This means roller bearings fail with very little warning. One of the recommendations of the Grange Inquiry into the Mississauga derailment was that roller bearings should be installed on all tank cars. That recommendation is now in question.

The railway companies have sought approval to do away with cabooses and replace end-of-train crew members with an End-of-Train Information System which is to provide all the monitoring and supervision which crew members presently provide. That now appears more and more dubious.

I call upon the Minister of Transport (Mr. Mazankowski) to institute a thorough investigation of these technological challenges. Derailment of trains, especially in the winter-time, appear to be inevitable in our rail transportation system. Let us be sure that on the trains and elsewhere we have all the means to deal with them as safely as possible.

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PUBLIC SERVICE**REPRESENTATIONS MADE BY LINDSAY, ONT. UNION MEMBERS**

Mr. W. C. Scott (Victoria-Haliburton): Mr. Speaker, on January 22 the Public Service Alliance of Canada asked all their locals to picket the offices of their local Members of Parliament. The Lindsay, Ontario local of the Canada Employment and Immigration Employees' Union, and Revenue Canada Customs Employees' Union, instead of picketing

my office, chose to act in a very responsible manner and put their concerns in a letter to me. I am very pleased that they chose to put their faith in my efforts and the good will of our Government to assist them.

● (1410)

In their letter they urge the Government of Canada to negotiate contracts in good faith for their respective groups. I too urge the Government of Canada to give this very sincere representation every consideration, and to acknowledge the very constructive input of all these public servants.

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SHIPBUILDING**ANNOUNCED CLOSURE OF BELL AIRE SHIPYARD IN BRITISH COLUMBIA**

Mr. Dave Dingwall (Cape Breton-East Richmond): Mr. Speaker, the people who used to work in the shipyards in British Columbia must be wondering what they have done to incur the wrath of the Conservative Government. The reason given for the announced closure of B.C. Marine Shipbuilders was that the company could no longer wait for the federal Government to deliver on its campaign promises to provide the industry with a policy designed to foster its growth. In fact, if it were not for an accident with a Fisheries Department ship, the workers at B.C. Marine Shipbuilders would already be on unemployment and a padlock would now be on the gates.

Now, more bad news for British Columbia courtesy of the Mulroney Government. The Bell Aire Shipyard in British Columbia will close its doors on Friday. Sixteen months after its election to office, the federal Tory team can point to the accomplishment that at least 728 shipyard workers in three B.C. yards have lost their jobs or are about to pick up their last pay cheques.

Nationally the number of shipyard workers who have the Government to thank for UIC instead of a regular salary runs into the thousands. Why does the Government not do the proper thing and assist shipyards in British Columbia and elsewhere to build ships needed for Canadian purposes?

Unions and the shipyard owners across the land speak in one voice. They told the Government well over a year ago that the Canadian shipbuilding industry could put 40,000 Canadians to work if only the Government would announce the policy it promises so often when it is seeking votes.

Is it too much for B.C. shipyard workers to expect the Government to live up to its promises? Shame on the Tories!