

*Canadian National Railways and Air Canada***BUSINESS OF THE HOUSE**

## TIME AND DATE OF VOTE ON CAPITAL PUNISHMENT BILL

**Mr. MacEachen:** I should like to report to the House that the representatives of the various parties have met pursuant to the special order dealing with the amendment to the Criminal Code, capital punishment and agreement has been reached on the time for the vote on third reading of the bill. The vote will take place on Wednesday next at 2.30 p.m. It is understood that whatever proceedings are before the House at that time will be interrupted, that the bells will ring for 15 minutes and that the vote will begin at a quarter to three. That is the agreement reached among representatives of the four parties.

**Mr. Knowles (Winnipeg North Centre):** Agreed.

**Mr. Speaker:** Is it agreed?

**Some hon. Members:** Agreed.

**Mr. Speaker:** Then it is so ordered.

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 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. Elias Nesdoly (Meadow Lake):** Mr. Speaker, as I was saying when I was speaking at five o'clock, some hon. members who spoke before me were bemoaning the fact that the Minister of Transport (Mr. Marchand) was not in the House to listen to their words of wisdom. I am glad indeed the minister is present now; perhaps he will listen to my words of wisdom.

I have a special affinity for the railroads. Although I have never worked on the railroads, I have travelled a great deal on them. My first father-in-law came to this country in 1928 and worked for two years in northwestern

[Mr. Speaker.]

Saskatchewan building a railroad from Shellbrook to Shell Lake, Saskatchewan, using horses, canvas tents and what-have-you. In those two years he earned enough money to bring over his wife and two children from White Russia.

In subsequent years I became a widower and remarried, this time a girl from Newfoundland whose father was a retired railroad worker. He tells me that he was one of the workers on the old Newfoundland railroad company which was going bankrupt and was inherited by Canadian National Railways, as I was pointing out prior to five o'clock. He was one of the gentlemen who was on the Newfoundland railroad company black-list—he was one of 30—because of their attempts to organize a union. As I say, he is now retired and he tells me the pension is not high enough.

I was trying to say before five o'clock, Mr. Speaker, that we have never had competitive railroad systems in western Canada. The CNR and CPR are like two trees planted too close together; the trunks and branches are so interwoven that neither is able to develop its full potential. For example, in areas of Canada CNR and CPR share almost the same roadbed, they are that close together. I am thinking particularly of one example between Perdue and Biggar, Saskatchewan, where the tracks are within a stone's throw of one another yet there are CNR and CPR trains going by several times a day on the main line.

To rationalize adequately our railway system in Canada all railroads should be brought under state ownership. The CNR is now state-owned, and the CPR should be. This has been the thrust of the policy of our party almost since its inception. In my own province of Saskatchewan, transportation policies have tended to work against Saskatchewan's small plant industrial economy. Basically, Saskatchewan is agricultural but we do have a small plant industrial economy too. There is a significant area of monopoly in the transportation industry with higher rates and service problems.

The railroads must develop reasonable rates with which the people of western Canada can live. If not, the government must step in and act, using transportation as a key instrument in national policy and national unity. I quite agree that a two-language policy is necessary for this country socially and culturally, but I feel transportation is also the key to national unity, something I think the government has overlooked.

For too long the railroads have been encouraged to extract their fixed costs and overheads from those areas which are not endowed with intermodal competition. Western Canadians have made disproportionate contributions toward the fixed costs of the railroads. The railroads must also be a key instrument in northern development. I think the government of the day must take a very close look at the whole concept of a railroad down the Mackenzie Valley and into northern Saskatchewan to transport the uranium deposits there which will be of key significance as we move closer and closer to a so-called energy crisis.

Several weeks ago I asked the Prime Minister (Mr. Trudeau) about the high cost of food in the north—the Northwest Territories, northern Alberta and northern Saskatchewan. He replied that this was really the responsibil-