

as to how the system was going to be advanced, and so on. We wanted another separate Bill with respect to the release of the coal lands which had been tied up for over 80 years. We wanted to know how they were going to be released and how the Government was going to develop them. However, that matter had to be voted on in the same Bill.

We also wanted to be able to deal with grain freight rates separately so we could identify what the costs were going to be. We said that on May 19. We requested that the Conservative Party support us on the issue of having the Bill divided, but we could not get that support. And here we are today debating the problems relating to this omnibus Bill.

The Government has guaranteed \$560 million a year for the next three years in railway upgrading. There is no guarantee that the railways are going to carry out these kinds of programs. Much of the work mentioned by the Minister will be taking place in my riding of Kootenay East-Revelstoke, such as the Beaver Tunnel, the new shops in Golden, and the doubletracking, all very worthwhile and needed projects. But there is no guarantee, Mr. Speaker, that the work is going to be available to the people in my riding. At this time, 96 per cent of the people in the building trades are unemployed, yet when they try to get work on these projects, they cannot. The Department of Transport will spend \$4.5 million this year in advertising and programs dealing with these kinds of projects, and the people are told about all the employment which is going to be created. I want to see some of that employment. The workers in my riding want to see some of that employment. There is a great deal of concern regarding these mega-projects. Some \$560 million a year and a new diesel shop in Golden—I welcome that kind of project which is needed to repair and maintain this equipment in good order. But while that is being done, what is going to happen to the repair shop in Revelstoke which has been there for over 100 years? What is going to happen to the repair shops in Cranbrook and Field? Anyone with any knowledge of railways knows that those workers are going to have to move from Revelstoke, Cranbrook and Field to Golden when the project is completed. There will be some very serious ramifications for these communities. While we agree that these projects must take place, the companies have a responsibility to those communities.

● (1420)

Mr. Pepin: Change must take place but without change.

Mr. Parker: Let us have change, but orderly change. Perhaps a part of the company's pension department or billing department could be moved there to offset those changes. When the trains can cross that system in three or four hours instead of ten or eleven hours, will the company come forward and say it would like to move the terminal from Revelstoke to Golden, completely destroying the viability of that community? The only thing they have left is their position as a divisional point of CP Rail. They must have some assurance that if this company is going to make technological changes of that nature, it will use some other part of this large company to offset the changes. If that is not done, there will be serious

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ramifications and the whole community will wither away. I for one will not allow that to happen without making some effort to get commitments from the railway company and from this Government to ensure that it does not happen.

We spoke for a few moments about passenger rail service, Mr. Speaker. Passenger rail service is something other than rail service in the corridor from Windsor to Toronto to Montreal. VIA Rail goes across this country, and we have seen a deterioration of that system in western Canada, especially from Winnipeg west. There is supposed to be new equipment coming on stream by the year 1986. But they have done nothing but allow the equipment to deteriorate.

We used to have what they called "the Canadian" when CP Rail operated it. It was a crack train across Canada. After VIA Rail took over, they took the better part of that equipment off, amalgamated it with old CNR equipment, upgraded it and said, "That is good enough for the West; we will build all the new equipment for the Atlantic Provinces and central Canada". Well, I say it is not good enough, Mr. Speaker. At this very time up in Jasper hearings are being held to look at the possibility of reinstating the train from Jasper to Kamloops. I question that also. Are we now going to lose the passenger train from Calgary to Vancouver? Are we going to lose the only other link we have with the Transcontinental train? I say to the Minister of Transport (Mr. Axworthy): Not on your life! Not without a fight from the people of my riding and those of western Canada. We need an updated transportation system which is going to serve the people and not turn them away.

Yesterday, Mr. Speaker, in the Standing Committee on Transport we questioned the \$4.5 million being used to brag about the Government's changes to the transportation system. This \$4.5 million advertising and display program is nothing more than a political platform for the Liberal Party in order to try to convince the people about this scam they have created. When the west joined Confederation the Crow rate was part of that agreement. We have been sold down the river by a Government which has forced this change through legislation which was opposed by virtually every Member of Parliament from Winnipeg west, except for the two Liberals from Manitoba. Yet the Government forced it through, and now we are beginning to see some of the ramifications.

When I first came into this House, Mr. Speaker, there was a Bill called the Western Development Fund. There was supposed to have been \$4 billion in that fund for development of the west. What has happened to that fund? I know what the Government is going to say. Well, we have changed that. We have the Western Grain Transportation Bill in its place. Well, that is not good enough, Mr. Speaker. There is no guarantee regarding what is going to take place or where the money is going to be spent. We were told in committee yesterday that the railway's contribution to the fund will be \$90 million this year. There is \$560 million of federal money and \$90 million of railway money. It is not good enough, Mr. Speaker. Where are the guarantees that the transportation system is going to