

Mr. Nelson A. Riis (Kamloops—Shuswap): Mr. Speaker, it is my pleasure to present a petition on behalf of a number of British Columbians who are concerned that the federal Government's proposals to change the Patent Act related to prescription drugs will increase drug prices for Canadian consumers and will severely restrict the ability of average Canadians to buy necessary prescription drugs. They call upon the Parliament of Canada to reject these proposals which will increase prescription drug prices for Canadians.

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[Translation]

QUESTIONS ON THE ORDER PAPER

Mr. Doug Lewis (Parliamentary Secretary to Deputy Prime Minister and President of the Privy Council): Mr. Speaker, I ask that all questions be allowed to stand.

Mr. Speaker: Shall all questions stand?

Some Hon. Members: Agreed.

GOVERNMENT ORDERS

[English]

NATIONAL TRANSPORTATION ACT, 1986

MEASURE TO ENACT

The House resumed from Monday, February 2, 1987, consideration of the motion of Mr. Crosbie that Bill C-18, an Act respecting national transportation, be read the second time and referred to a legislative committee, and the amendment of Mr. Benjamin (p. 2756)

Mr. Jim Fulton (Skeena): Mr. Speaker, Bill C-18, an Act respecting national transportation, deals with a number of major concerns which certainly affect my constituency as well as the whole of the country. As is stated in the application clause of the Bill, it applies to transportation by railways, air, water, commodity pipeline and transport for hire or reward by extra-provincial buses and extra-provincial trucking.

Bill C-18 has been touted by the Government as its answer to regulatory problems facing the Canadian transportation industry. It flows from the Government's *Freedom to Move* document which, as pointed out by my friend, the Hon. Member for Regina West (Mr. Benjamin), is in fact something quite different. In fact, it should be entitled "Freedom to Manoeuvre" since this is really not deregulation at all but reregulation.

On January 29, 1986, just more than a year ago, my colleague from Regina West quoted in the House the following words about the document *Freedom to Move*:

National Transportation Act, 1986

"a trial balloon of Conservative ideology which solves fewer problems for the transportation industry than it will create. Clearly there are no pressing issues facing the transportation industry which call for actions by the Minister like those proposed in his policy paper". These proposals are for sweeping deregulation where there is no apparent need, and that clearly indicates that the paper is only a knee-jerk regurgitation of similar transportation initiatives undertaken in the U.S. by President Reagan and President Carter.

We have gone over the matter with great care. There have been hearings held and a minority report brought forward by my friend from Regina West. As he has pointed out, Bill C-18 and its pal legislation, Bill C-19, are anti-safety, anti-competition, anti-service, anti-sovereignty and certainly anti-regional industrial expansion. What the House should be doing, and what my Party wants, is considering good regulation since that is the real choice, not this myth about freedom to move.

What is being put forward by government Members in various ways across the country is the myth of lower fares when, in fact, higher industry profits and lower fares were simply a blip in the United States in terms of the type of deregulation which took place in that country. Since 1980, when the U.S. administration brought forward a similar type of deregulation, 40,000 airline workers have lost their jobs, 150,000 rail workers have lost their jobs and one-third of the U.S. truckers have lost their jobs. In total close to 300,000 union jobs have been lost in the United States. Those who have been left in those industries have been forced to take lower wages, work longer hours, and to give up many of the hard won concessions they had negotiated over the last decades when dealing with the industry.

● (1120)

Bill C-18 will directly affect 750,000 Canadian workers, and will indirectly affect every Canadian. There is in the legislation an end to arms-length dealings, which exists to a certain extent in the existing legislation, and the beginning of the politics of the gravy train, particularly for large shippers who will be able to make special deals in relation to this legislation.

I wish to deal for a moment with a meeting I had on Sunday in Prince Rupert with representatives of the CN workers who had expected that there would be more jobs. During the election the Conservatives promised massive infusions of capital into VIA Rail, and that that service would be brought back up to what it should be, with new passenger cars, new locomotives, new stations, and many types of new operations. In fact, the Conservatives have gone exactly in the other direction. In Prince Rupert we expected, and were told by CN public relations people, that there would be new jobs created as a result of the development of the coal port, and as a result of the grain facilities. In fact, something quite different has happened. Now there are only about 100 CN workers left in Prince Rupert. It is now known that 26 of those positions will disappear between November 1, 1986 and May 1, 1987 with more lay-offs, terminations, transfers, and contracting-out to come. The old grain elevator used to handle 600 cars a week. The new elevator handles 1,200 to 1,400 cars. Now there are more and more terminations and lay-offs of workers. Thousands of CN workers have already been lost in this lead-up to