

the transfer payments to the provinces. In total, the freeze will be worth about \$30 billion.

In 1990 there was an announcement that there would be a two-year freeze of federal transfer payments and that freeze cost Newfoundland \$19 million in 1990 and 1991 and \$34 million in 1991-92. In the last federal budget, as you would recall, Mr. Speaker, this freeze was extended for a further three years.

This freeze, then, plus the other federal restraints to transfer payments in the past six years since this government has been in power will have cost Newfoundland about \$500 million by the end of 1992 and, in 1991-92 alone—this coming fiscal year—about \$140 million.

When these financial burdens are transferred to the province they can be absorbed by richer provinces like Ontario and perhaps Quebec, but Newfoundland is not a wealthy province and we cannot absorb it.

So, Mr. Speaker, on those four promises that were made two years ago, I am disappointed, constituents from Bonavista—Trinity—Conception are disappointed, and all Newfoundlanders and Atlantic Canadians are disappointed.

[*Translation*]

Hon. André Ouellet (Papineau—Saint-Michel): Mr. Speaker, I was most disappointed by the comments of my honorable colleague from Glengarry—Prescott—Russell who concluded his speech by reminding us of the difficult financial situation of one of the most important transport companies in Canada: The Glengarry Transport. I was disappointed because I was also reminded that we had here in Parliament a debate on that very subject a few years ago when the Conservative government, contrary to advice by all those concerned in the transportation sector, insisted on proceeding with its deregulation.

We, in the Liberal Party of Canada, were opposed to this government policy and we warned it that deregulating transportation would be detrimental to several Canadian carriers, that Canadian trucking companies could not compete successfully with their American counterparts and that we were placing them in an excessively difficult situation because, as we pointed out at that

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time, both industries could not compete under the same set of rules since regulations in the United States were different from those in Canada and that in the long and the short term, deregulation would result in a considerable amount of job losses in the transportation industry in Canada and that several Canadian firms would have to close down their operations.

Now, we know what happened at CN Transport, a company that the government sold off in a fire sale.

M. Boudria: It was a giveaway!

Mr. Ouellet: My colleague, the member for Glengarry—Prescott—Russell, says it was given away for nothing. That is practically the case! It is one of the most surprising transactions I have ever seen, to say the least. In fact, some people questioned this transaction, which favored totally insolvent investors. These people became owners of a Crown corporation only to sell it off a few months later. They laid off thousands of CN truck workers. These lost jobs clearly that the government's Crown corporations privatisation program was a complete failure.

Today, the member for Glengarry—Prescott—Russell spoke of another transport company established in his constituency suffering the same disadvantages of deregulation. I can only feel very disappointed by this situation.

I would like, in the few minutes that I have left, to come back to the unemployment problem in Montréal. I made a little while ago some comments on certain remarks made by my colleague, the member for Notre-Dame-de-Grâce. I cannot help but share his views to the effect that the Tory government did not fulfil its obligations following the release of the Picard report's. Clearly, this government do not have the political will to maintain Montreal as one of the main industrial centers in Canada and the federal government has totally given up its responsibility toward the Montreal naval shipyards as well as the train engines that were made for years and years in the East of Montreal and the transportation area since the Dorval—Mirabel issue, which was a priority in the Picard Report, has still not been resolved four years and a half later.