

a totally inadequate length of time in which to cover any investment and make a reasonable profit.

The residents of Alma and the surrounding areas at least should be exempt from this fee, which I suggest is very similar to the fee paid in mediaeval times as one crossed the drawbridge to enter the fortified city. This seems to me to be the very antithesis of the national park system. National parks are a statutory heritage for the people of Canada. The people's use of the park and the local residents' use of the amenities are being severely inhibited by this procedure.

Mr. Charles Turner (Parliamentary Secretary to Minister of Public Works): Mr. Speaker, the town of Alma, New Brunswick, is located near the entrance to Fundy National Park. It serves as a visitor service centre for the park. Parks Canada recognizes the importance of the role played by Alma and is sympathetic to the problems that may arise from the new park motor licence fees. It is possible that visitors to the park may be deterred from driving to Alma by the requirement to purchase a new daily motor vehicle licence if their present one has expired.

However, I would point out the following factors. First, we expect many visitors to purchase annual licences and these, of course, permit unlimited entry and re-entry. Second, the daily licence permits unlimited entries on the day of issue. Third, approximately 50 per cent of the park visitors are American citizens and will not be deterred by the motor vehicle licence as these are in effect in American parks. Fourth, there was a decrease in visitors to the area last year because of other factors not associated with motor vehicle licence fees. Fifth, the new and increased park fees will only recoup a small portion of the annual operation and maintenance costs of the park, which is estimated to be 12 per cent in 1975-76.

To alleviate the possible impact on Alma, Parks Canada officials have discussed the following options with the Albert County Tourist Association. First, some form of transportation between the town and the park. Some local elected members feel this is not a satisfactory solution. A number of those in business at Alma, however, feel it should be considered. Second, reservation of parking space near the park boundary for those who wish to walk the few hundred yards to Alma. Provision of additional parking for this purpose if possible, and if it proves popular. Third, additional active promotion of tourism to Fundy National Park to help offset the decline in tourism to Alma over the last two years. Parks Canada is not considering the proposal that the present \$2 daily motor vehicle licence be made valid for 14 days.

POST OFFICE—STUDY RECOMMENDING MAIL DELIVERY TO
BE LEFT WITH PRIVATE CONTRACTORS—GOVERNMENT
POSITION

Mr. Dan McKenzie (Winnipeg South Centre): Mr. Speaker, I am calling on the Postmaster General (Mr. Mackasey) to start immediate negotiations with private mail contractors and courier companies with a view to transferring parcel delivery and business mail delivery to private contractors. The Postmaster General has an obligation to do something decisive with regard to improving

Adjournment Motion

mail delivery in Canada. We cannot continue the huge deficits and totally unreliable mail services. The main function of the Postmaster General today is to act as a strike arbitrator and labour negotiator. If the Postmaster General is not prepared to transfer parcel delivery to private contractors, then he should at least have the whole matter referred to a standing committee.

In a news story in Saturday's paper the following was stated:

Postmaster General Bryce Mackasey said Friday that illegal work stoppages by postal workers pose a threat to their job security by helping private couriers compete with the government.

Mr. Mackasey said in an interview that private courier services dealing especially with parcel delivery would "get a toe-hold only because of labour unrest and the uncertainty of moving the mail."

There is no way in which the small businessman can continue to operate under present conditions. Some of them will go bankrupt if something is not done, and the only answer is to turn parcel delivery and business mail delivery over to private contractors.

I should like to give an example of what is happening in the United States. A private company, United Parcel Service of America, has now 62 per cent of the country's parcel post business and handles 250,000 packages daily in New York alone. Last year it made a profit of \$57 million after paying \$45 million in federal income tax.

● (2210)

The *Wall Street Journal* is now delivering 100,000 copies of each issue by private courier, and some utilities are arranging to deliver their own bills instead of mailing them. Even children are competing successfully, albeit illegally, with the United States postal service. Last year some brothers and sisters in a small New Jersey community received nationwide publicity by hand-delivering 800 Christmas cards on Christmas Eve, charging five cents each against the official ten cents and giving an absolute guarantee of delivery to the right place at the right time. They cleared \$40 amongst them. Perhaps that is what some of the business people in the larger cities will have to do. Perhaps they will have to have children deliver their mail; they certainly cannot rely on the Canadian postal service because its employees are out on strike all the time.

Many firms are profiting from Canada's postal problems. The continuing mail disruptions may be frustrating to the general public, but they are sending more and more businesses to private delivery and courier companies. I heard some rumblings from the parliamentary secretary. I do not know if he is familiar with the Samson Belair report, but I suggest he should read it. Giving dollar comparisons, it points out why mail delivery should have been left to private mail contractors. It cost the Canadian public an absolute fortune to take over mail deliveries from the private contractors a couple of years ago. What is more, the Post Office is losing some of its customers permanently. They continue with the private companies instead of returning to a somewhat unreliable mail service.

Marcel Lalonde, manager of Voyageur Colonial's bus parcel express in Ottawa, says: