

*S. O. 21*

regulatory reform so that transportation will carry our goods to market at a cheaper, more economic cost".

Undoubtedly shippers whole-heartedly support the early passage of Bill C-18. Shippers, industrial associations, and exporters urge early passage of the Bill. Every day that the Bill is not the law of the land means additional cost to them.

**Mr. Benjamin:** Baloney.

**Mr. Reid:** I have heard that comment before.

I am somewhat nonplused by the air deregulation comments of the Official Opposition in particular. We are already embarked upon a smooth, final approach to the deregulation process. No new drastic change is anticipated in the way that Canadian carriers will do business safely and efficiently.

While on the other side of the river in the United States the consolidation or rationalization process may have caused some concern, it should not do so here. Canadian Airlines International Limited has simply replaced Canadian Pacific Airlines. Along with Air Canada it is assembling rival networks and is acquiring feeder lines to establish two main national carriers. This consolidation started to take place prior to the introduction of Bill C-18 with the implementation of regulation and the encouragement and otherwise of a former Minister of Transport who is now in the Official Opposition. The process was initiated and ongoing, and now it is being openly proposed by the Government in this Bill. It seems somewhat inconsistent to hear the former Minister of Transport urge Members of Parliament to delay the process which he started.

Deregulation has taken place in all modes of transportation in the United States. Each day the Americans draw business away from our carriers. The provisions contained in the Bill will make our railways more competitive with one another. Indeed, we hope that with the passage of the Bill they will be more competitive with that major U.S. carrier, Burlington Northern, which is competitive when it comes to carrying our resources.

As the Bill will show, shippers will have more competitive access to our railways. There will be a continuance of the economic viability of Canadian railways. The Bill strikes at the right, fair, and just balance.

Turning to truckers, that segment of the transportation industry will be dealt with more fully in Bill C-19. However, let me say that in Alberta they have played successfully with the deregulation process and Canadian truckers have not done badly in trans-border markets. One southern Ontario carrier, an established truck carrier, put it the following way: "Deregulation as proposed would eliminate much of the unnecessary red tape and the delays in getting licences and will create a more efficient transportation system".

I should like to conclude by referring to a factor of national concern—safety. It has been raised time and time again by members of the Opposition. There is no doubt that those persons who operate in any segment of the transportation

industry will put safety first. As the present Minister of Transport (Mr. Crosbie) and the earlier Minister of Transport both said, safety will be a priority concern of the Government. No step in the reregulatory process will endanger any safety factor in any segment of transportation. We have acted and will continue to act in the interests of improving air safety. There is no question; safety will not be impaired by reason of the passage of these transportation Bills.

I urge, along with other members of the Government, the early passage of Bill C-18 so that our carriers can have an equal opportunity to be competitive with national carriers of the United States and our shippers, whoever they are, will be able to get their products to market at a competitive price.

**The Acting Speaker (Mrs. Champagne):** The Hon. Member for Cochrane—Superior (Mr. Penner).

**Mr. Keith Penner (Cochrane—Superior):** Madam Speaker, may I call it one o'clock.

**The Acting Speaker (Mrs. Champagne):** It being one o'clock, I do now leave the chair until 2 p.m. this day.

At 1 p.m. the House took recess.

## AFTER RECESS

The House resumed at 2 p.m.

## STATEMENTS PURSUANT TO S. O. 21

[Translation]

### DAY CARE

#### URGENT NECESSITY FOR GOVERNMENT TO ACT

**Mrs. Lucie Pépin (Outremont):** Mr. Speaker, this morning on Parliament Hill a presentation of petitions to the Minister of Communications (Miss MacDonald) signaled the end of the "Countdown to Childcare" campaign launched in mid-April by three national organizations, the Canadian Daycare Advocacy Association, the Canadian Labour Congress, and the National Action Committee on the Status of Women. In addition, 14 national organizations supported this campaign to make the Government aware of the urgency to take action with respect to daycare centres. The "Countdown to Childcare" campaign was designed to make Canadian men and women more conscious of the problems faced by our children and their parents. The petition was circulated throughout Canada and many thousands of signatures were gathered in the course of activities in various communities.

If the Government is prepared to invest several billion dollars for nuclear submarines and other military hardware, and these figures may prove to be very conservative, what are we waiting for to invest in our own children? Daycare services