

Government Orders

ment has found new ways to shut down towns and get rid of post offices.

It does not stop there. In the several minutes I have remaining—I am sure I would get unanimous consent to continue—let me give another example. It is Tory creed. It is its biblical following. Not only has the right hon. Prime Minister closed down towns, we have a living example in the province of Nova Scotia. In the darkness of night the first minister of that province, the Hon. Don Cameron, ordered the machines to be sent in to tear down the toll gates at the Canso causeway. That affected the towns in the surrounding areas and threw men and women out of work, when that particular operation was creating a profit and did not cost the taxpayers a cent.

Then again, Mr. Speaker, what do you expect from the Tory credo? It is to shut things down. It is to take away services from the people of Canada.

It is a sad day for Parliament and it ought to be a sad day for parliamentarians to see the government opposite, in its total arrogance of what is taking place in this country, stoop to such shams as to try to offer employees non-voting shares and somehow think those employees and the Canadians whom they serve will appreciate and thank the government for doing this kind of disservice to them.

Canadians are not that dumb. Canadians are not like members opposite, acting in a vacuum. I say through you, Mr. Speaker, they will have their opportunity to defend their dismal record over the last number of years no matter who they elect to succeed the right hon. Prime Minister.

• (1650)

Mr. Joe Comuzzi (Thunder Bay—Nipigon): Mr. Speaker, before I begin my main comments I would compliment my colleague on those last remarks. He has obviously injured the feelings of the people across the aisle with his pertinent remarks respecting what is happening with Canada Post and the direction it is taking today.

I am pleased to add my comments on Bill C-73. Simply put, the bill is window dressing. It is absolutely, positively non-operative. It is not going to work, ladies and gentlemen. It fails in its purpose and it has absolutely no

meaning for those people it is trying to help, the employees of Canada Post.

In business we would call this a diversion. Subversion might be an appropriate word too. What it is really doing is diverting the attention of the Canadian public from the fundamental issue before all Canadians with respect to the operation of Canada Post. In my estimation Canada Post has simply lost its way, it has lost its purpose for being and it has lost its very reason for existence.

As a Crown corporation Canada Post is not alone in what it is doing with respect to other Crown corporations we have, not only federally but in the provinces. We need not look any further than what is happening at other Crown corporations. We all know that in any corporation, whether it is a Crown corporation or whether it is a corporation that is privately owned, the corporation takes its direction, its attitudes and its reason for being from its chief executive officers, those in charge on the executive committees and obviously from the board of directors.

Let me give an example of what we see happening in another Crown corporation, Canadian National Railways, with its huge annual losses. I wonder what those losses would be if we knew what the charges are that CNR makes to VIA Rail on an invoice basis on an annual basis. I do not know what they are, but it is going to be interesting when CNR and VIA Rail come before the transport committee of this House.

I wonder what those losses would increase to if CNR did not have the wherewithal and the money that is paid to both railways in this country as a result of the Western Grain Transportation Act and some \$700 million to \$800 million a year that is used to subsidize the flow of grain in this country. If it was not for the revenue CNR receives from VIA Rail and western grain transportation, its losses would far exceed what we are seeing on its balance sheets today.

We are told that since 1988 this Crown corporation has lost 22 per cent of its business, that it cannot compete with other modes of transportation in this country and as a result it will have to lay off over 10,000 people over the next period of time. That is one-third of the labour force of this particular corporation.

One would have to ask what is wrong with the senior management of this corporation. What is wrong with its chief executive officers? What is wrong with its board of directors? Certainly those CEOs and board of directors