

Adjournment Debate

of the other services that Canada Post offers. So, if I may:

Glen Smith, President of UPS Canada Limited says—

The Acting Speaker (Mr. DeBlois): Order please. Your time is up. You only have four minutes.

The hon. Parliamentary Secretary to the Minister of Transport for two minutes.

Mr. Lee Richardson (Parliamentary Secretary to Minister of Transport): Mr. Speaker, Canada Post was established as a Crown corporation in 1981. This action had the support of all parties in the House of Commons as well organized labour, business and consumer groups. The post office needed purpose and direction. It was time that business values were applied to the operation of postal services in Canada.

By applying sound business management, increasing productivity and streamlining its operations, Canada Post has turned deficits of hundreds of millions of dollars into profits for the past two fiscal years. I hope it continues the same trend.

The Canada Post Corporation has achieved this goal through the hard work of its employees, which has promoted the growth of mail volume in a competitive environment.

Like many other Canadian corporations operating in a competitive business environment, Canada Post is active in the promotion of sporting events and is winning new clients because of it. Canada Post rents box seating for the sole purpose of conducting business. These rentals and the hosting of customers are normal business functions that help the corporation improve volume and revenues, acquire new customers and retain existing ones.

These activities increase revenues by promoting volume growth thereby ensuring the financial success of the corporation and job security for its employees. As well as being an active member of the business community, Canada Post contributes to Canadian society by supporting community, sporting and cultural activities. Canada Post participates in community activities such as Winterlude, Carnivale du Quebec, and the Calgary Stampede; in arts and culture activities such as the Toronto Symphony Orchestra, the opera, the Nova Scotia Symphony Orchestra and the Music '91 Festival in British Colum-

bia; and in sporting activities such as the 1988 Calgary Winter Olympics, the P.E.I. Canada Winter Games, the Canadian Football League, professional baseball and the games for the disabled.

As well, Canada Post helps disadvantaged Canadians through its funding of literacy organizations.

The elimination of postal deficits has removed a burden from Canadian taxpayers and Canada Post profits now help the government reduce the deficit through the payment of a dividend.

In 1981, Canadians were wishing that the post office was run like a business, making money instead of accumulating a \$600 million deficit. Well, now the corporation is and Canadians can be proud of that.

Mr. Bill Blaikie (Winnipeg Transcona): Mr. Speaker, I rise today to pursue a question that I asked the Minister of Transport in the House on Friday. It had to do with the fact that the Canadian Pacific Railway is intending to divert its unit coal trains through a place called North Portal, Saskatchewan, through the northern United States and up again to Thunder Bay, thus bypassing entirely the province of Manitoba.

I asked the minister whether or not the government was aware of this intention by CPR to bypass Manitoba. The minister said she was not aware of CPR's intention but said that even if she was, she would not do anything about it because it was strictly a business decision.

I do not think this is strictly a business decision. This is a decision made possible by policies adopted by this government, going back to the adoption of the Freedom to Move legislation in 1987, the transportation deregulation policies of this government which make it more possible and more permissible for Canadian railways to use American lines.

We predicted at that time that transportation deregulation—which, I might add, had its origins with a Liberal Minister of Transport, now the member for Winnipeg South Centre— would lead to the use of American lines and the disappearance of railway traffic in western Canada, and for that matter in Canada generally.

This attempt by the CPR to get a waiver of compliance from the FRA in the United States for its bathtub coal cars is just the tip of the iceberg. It is a precedent for what could become very widespread use by Canadian railways of American lines. This would have its effect not