

*Canadian National Railways*

Pickersgill as still being the minister of transport. It is my understanding that Jack Pickersgill created a position which would rid him of the responsibility of that portfolio. I hope the Minister of Transport will take issue with the situation and will not allow "Sir" Jack to exercise the kind of authority he is noted as having exercised through the years.

In conclusion, Mr. Chairman, I say for God's sake let the Minister of Transport stand up and play his part as a great Canadian in dealing with this issue. Let him use the power given him in section 53 of the Railway Act, which empowers the minister and his colleagues to set aside or rescind a decision of any body with delegated power, such as the Canadian Transport Commission. For God's sake let the Minister of Transport take issue in this regard, set aside this decision and rectify the injustice perpetrated upon the people of Newfoundland.

**Mr. Osler:** Mr. Chairman, I think the resolution we are considering, item No. 24 on the order paper, should be passed by the house. These two great Canadian corporations require money and should be given it by the house. By and large they serve the Canadian people well. I have been very much interested to hear the regional beefs of the Newfoundland members. We in western Canada have somewhat similar beefs with regard to regional situations about railways of both denominations, as it were. However, I do not wish to speak about that matter today.

As the member for Winnipeg South Centre, I am convinced that my constituents would not want me to try to block the passage of this legislation. We are good Canadians; I believe we should do things to improve Canada's future. Obviously, as I say, the two corporations covered by the resolution need this money.

I do not think this afternoon should pass without reference being made to the second part of the resolution, which deals with Air Canada. Air Canada needs a considerable amount of money, \$130 million and \$75 million. I suggest to the government that while it might be fine for Air Canada to keep their aeroplanes in the air as much as they can, the appointment of the president of Air Canada should not be kept in the air any longer than it has to be. Major policy decisions, such as the one that bothers me and the people in my constituency, should not be left in the air either. Basically, we have had in Winnipeg an air base that is employing approximately 700 people at the moment. One can multiply that

[Mr. Lundrigan.]

figure by two, because most of these employees have wives, and by two or three more because most of them have children. Therefore one could say that a great number of people are being kept in the air each hour of every day and night. Some of them are getting ulcers. Some of them are becoming worried and depressed because of this situation. I can vouch for this, Mr. Chairman, because I have spoken to them about the problem.

• (4:10 p.m.)

There was some suggestion that an effort be made to maintain the overhaul base at Winnipeg, but that it was economically impossible to do so. I do not believe in parliamentarians meddling in the affairs of crown corporations to the detriment of the efficient service they provide the general public. However, I do think it is a shocking thing that Air Canada has been allowed to say one thing and do another, and this is exactly what is happening today.

Air Canada has an overhaul base in Winnipeg that is being bled to death. The 700 people employed there are not working full days. They know this and so does everyone else. At the same time in Montreal there is a situation where the employees are working overtime and much of the work is being subcontracted. It does not make sense that in Winnipeg the workmen are not given the dignity of being allowed to put in an honest day's work, so the country as a whole can get an honest dollar's worth of work when their is work to be done.

If this base at Winnipeg is really not of any use, for God's sake why does not Air Canada say so, and shut it down? I have seen no factual figures that would indicate this, but I challenge Air Canada to do this and the government of Canada to accept its reasoning. I am a member of the government party and I will vote for the bill which will follow this resolution, because we in Winnipeg are not small minded about the needs of this country.

This government has been saddled with the Pearson pledge, and I warn members that the unions are going to put up placards and bills all over the city repeating that pledge, if the government reneges on it. Mr. Pearson said that this base would be used until at least 1973, and that the government had no intention of allowing the airport itself to be diminished in any way. Obviously, if it is not to be diminished either Air Canada or a substantial substitute, such as Douglas or Lockheed—some company that knows what it is