

S.O. 21

THE LATE PATRICK MACDONNELL

Mr. Simon de Jong (Regina East): Madam Speaker, on July 14 of this year they found Patrick MacDonnell dead. He had killed himself. He was 35 years old.

On November 5 of last year he was laid off as a result of a government cutback. Pat went on unemployment insurance. It devastated him. He did not want unemployment insurance; he wanted to work. He applied for jobs far beneath what he was capable of accomplishing, but he was told he was overqualified. That did not stop him. He created his own make-work project. Pat used up all his personal life savings creating and developing his idea. He made around \$100 and reported this on his unemployment insurance card. On February 6 he was cut off because they deemed him self-employed.

Reading through all the letters and memos of the next four months, a Kafka nightmare emerges. Pat, broke, mortgage in arrears, with an empty fridge and no income, tried to correct this situation. He appealed. He wrote me. He wrote the Minister. He wrote the Prime Minister (Mr. Trudeau). But nothing changed. Pat was defeated. On July 14 he attached a hose to his car's exhaust system and gassed himself.

Patrick was a big, strong, curly-haired, good natured Irishman. He was honest. He was creative. He was intelligent. He had initiative and skills. He had all the qualities a civilized society would hope its members would have. Patrick MacDonnell did not survive in our society.

Something is dreadfully wrong when the Patrick MacDonnells at the age of 35 die by their own hand. Something is terribly amiss with the world created by our corporate boardrooms and government offices. It is killing our best people.

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● (1110)

CANADIAN NATIONAL RAILWAYS**EFFECT OF FREIGHT RATES ON PORT OF HALIFAX**

Mr. Howard Crosby (Halifax West): Madam Speaker, the Port of Halifax must compete for international marine cargo with other national ports on the east coast of Canada, particularly the Port of Montreal. The Port of Halifax provides a deep water facility, equipment, and labour force, which together ensure an effective service for ocean vessels of all types, especially container ships. However, the weak link in the chain of service is the rail line between the East Coast and inland destinations.

Canadian National Railway Company is the sole provider of railway service to and from the Port of Halifax. Freight rates are a vital factor in determining the economy of utilizing the Port of Halifax for marine shipments. Now CNR has threatened to add to the cost burden for users of the Port of Halifax by increasing freight rates an additional 5 per cent. This would be a unilateral decision of CN management, not based on any cost analysis or documented expenditures. I ask the Minister of Transport (Mr. Axworthy) to review carefully any action

taken by the CNR respecting freight rates so that this delicate competitive balance will not be disturbed.

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POLITICAL PARTIES**NORTHERN ONTARIO LIBERAL PARTY MEMBERS**

Mr. Svend J. Robinson (Burnaby): Madam Speaker, open revolt has broken out in the ranks of northern Ontario Liberal Members of Parliament. The Minister of Consumer and Corporate Affairs (Mrs. Erola), the Hon. Member for Nickel Belt, has been doing everything in her power to fight the changes to her riding boundaries proposed as a result of the upcoming federal redistribution. The Hon. Member for Cochrane-Superior (Mr. Penner) went so far as to accuse the embattled Minister of "reprehensible behaviour" for putting her own self-interest ahead of northern Ontario and the interests of her fellow northern Liberals, surely an endangered species in these troubled times.

As well, the Hon. Member for Sault Ste. Marie (Mr. Irwin) has bitterly complained that loyal Liberals in northern Ontario are not getting enough patronage appointments. He went on to say that he was reluctant to criticize his esteemed colleague, the Minister, because "she is my regional Minister and she is a woman". The Hon. Member for Algoma (Mr. Foster) accused the Minister of ignoring the wishes of the vast majority of her northern Liberal colleagues in the redistribution process.

I would like to invite the aggrieved Minister to rise in her place at some point today and defend herself from these scurrilous attacks by her fellow Liberals in northern Ontario on her good name and reputation. I am sure all Members of the House would want to extend our heartfelt sympathy to the embattled Minister in her plight, and remind her colleagues from northern Ontario, specifically Sault Ste. Marie, Algoma—

Madam Speaker: Order, please.

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ENERGY**MANITOBA TELEPHONE SYSTEM—TESTING OF METHANOL FUELED CARS**

Mr. Dan McKenzie (Winnipeg-Assiniboine): Madam Speaker, in Winnipeg a program is currently under way to determine the efficiency of specially manufactured cars running on 90 per cent methanol fuel. The program will examine how well cars start in cold weather, the wear and tear on engines, and fuel consumption. This testing began on July 27 and will ascertain over the next two years the commercial potential of methanol fuel.

This project is being carried out as a Manitoba/Canada conservation and renewable energy demonstration project for alternate fuels. The Manitoba Telephone System has been