

● (1520)

## ROUTINE PROCEEDINGS

[Translation]

### COMMITTEES OF THE HOUSE

#### LABOUR, MANPOWER AND IMMIGRATION

Fourth Report of Standing Committee on Labour, Manpower and Immigration—Mr. Portelance.

#### JUSTICE AND LEGAL AFFAIRS

Third Report of Standing Committee on Justice and Legal Affairs—Mr. Dubois.

[Editor's Note: For above reports, see today's Votes and Proceedings.]

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[English]

### QUESTIONS ON THE ORDER PAPER

(Questions answered orally are indicated by an asterisk.)

**Mr. David Smith (Parliamentary Secretary to President of the Privy Council):** Madam Speaker, the following questions will be answered today: Nos. 3,213, 3,232, 3,333, 3,519 and 3,534.

[Text]

#### RAILWAY PASSENGER SERVICE

##### Question No. 3,213—Mr. Cossitt:

1. Did VIA Rail Canada Inc. announce that turbo railway equipment would be used on passenger runs on the basis of one run a day between Toronto and Montreal with stops at Guildwood, Cobourg, Belleville, Kingston and Cornwall?

2. Was Brockville left off this list and, if so (a) for what reason (b) what were the names and job designations of all the persons in VIA Rail or in the government who had any part in leaving Brockville off the list?

3. What is the population of (a) Cobourg (b) Brockville?

4. Will the government take immediate steps to order Via Rail to have the train stop in Brockville and, if not, for what reason?

5. Is it government policy to permit VIA Rail to downgrade railway passenger service for the city of Brockville in the constituency of Leeds-Grenville and, if so, on what date will this policy be changed to one that will provide more adequate service?

**Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport):** The management of VIA Rail Canada Inc. and Transport Canada advise as follows:

1. It is VIA's intention to substitute turbo equipment for conventional equipment on trains 64-65 as soon as the availability of new LRC cars makes this possible. It had been intended that this would occur on October 25 but unavailability of LRCs means that turbos will remain on trains 66-67 for the time being. There has been no change in the stops scheduled for trains 64-65 as a result of this change in equipment. The pattern of stops on this train west of Kingston was

### Order Paper Questions

determined by previous service offered prior to June 1 by local trains 652-655. On June 1 this train was extended through to Montreal from Toronto with additional stops at Cornwall and Dorval.

2. (a) and (b) Trains 64 and 65 when instituted on June 1, 1981, were designed as a Rapido service with the intention of developing substantially increased business between Toronto and Montreal as part of VIA's longer-range corridor program. There was no service reduction involved at Brockville. The decision with respect to the operation of this train was taken by VIA management as a whole.

3. (a) Cobourg 11,379; (b) Brockville 19,700.

4. Consistent with the minimum service specifications set by the Canadian Transport Commission (CTC) and by the government in its contractual agreements with VIA, decisions concerning the level and kind of service provided by VIA are within the corporation's purview as manager of the rail passenger system.

In light of this mandate and the fact that the level of the rail passenger service to Brockville is not diminished by the choice of equipment to be used by trains 64 and 65, intervention by the federal government to increase the frequency of service to Brockville as suggested is not justified.

It should be noted as well that, if a community considers its rail passenger service is inadequate, an application for increased service can be made to the CTC.

5. Parts 2 and 4 of this answer have emphasized that there has been no downgrading of railway passenger service for the city of Brockville.

#### ADVERTISING CAMPAIGN IN PROVINCE OF QUEBEC

##### Question No. 3,232—Mr. Cossitt:

1. In the fall of 1980, did the government announce the expenditure of approximately \$1,000,000 for an advertising campaign in the province of Quebec promoting the Prime Minister's views on the constitutional resolutions within the province of Quebec and, if so, what are the names and job designations of all persons who played any part in the decision and what are all the reasons justifying a government policy of using public funds to promote Liberal Party policies not passed at the time by Parliament?

2. Will the government seek reimbursement from the Liberal Party of Canada for any public funds spent in this manner and (a) if so, on what date (b) if not, for what reason?

**Hon. Jean Chrétien (Minister of Justice and Minister of State for Social Development):** 1. No. However, during the fall of 1981, the government did run an advertising campaign in the province of Quebec which was designed to inform the population of Quebec on the proposed resolution which was before Parliament at that time. The amount of money spent was \$982,000. The campaign was authorized by the Minister of Justice, the Hon. Jean Chrétien, and developed by the Canadian Unity Information Office.

In a speech on November 25, 1981, the Hon. Gerald Regan, Secretary of State, restated the federal government's policy on advertising: "In addition to explaining programs and legislation which have been approved by Parliament, the government