

suckers for taxpayers. The railroad keeps getting new money to pay for its losses, and it is time this stopped.

**Mr. Horner (Crowfoot):** The taxpayer is forced to be a sucker. He is not one willingly.

**Mr. Blenkarn:** Quite so, Mr. Speaker, and it is time this stopped. This bill is to provide \$43 million for this year at least. There will be another pile of money next year. Who knows how much of the money of the people of Canada will go into this railroad? This money is being granted virtually for nothing, although it is supposed to apply to the capital stock of the railroad. The figures with regard to the 4 per cent non-cumulative capital stock mean nothing. Dividends do not amount to anything, so this money represents an interest-free loan.

Look at it this way, sir. If you look at the bill you will find that the railroad wants money for hotels, telecommunications, the C.N. Tower and affiliated investments. If one looks at the bill one can see that the railroad wants \$43 million from the people of Canada, interest free, so it can carry on with these games and lose more money or make a negligible return on money. According to their figures, they have made 1.4 per cent on investment. Well, a return of \$416,000 on hotel investment of \$47 million looks to me like a return of about 0.8 per cent, which is not even worth spitting about.

I now want to speak about the CN Tower being built in Toronto. That tower will rise 1,800 feet or so in the air. That will be a pretty impressive monument for Toronto. Certainly it will stand out on the skyline. I am happy to see that tower in Toronto because we in Mississauga will be able to see it. The question is not why it is being built, but why the people of Canada should pour money into the tower; not whether it is a good investment for the railroad that is supposed to provide service for people, but whether that is the way the money of the people of Canada should be spent.

Should we be spending the money of Canadians on tourist attractions, on a hurdy-gurdy in the air, or should we be spending this money on some of the social needs of this country, on the important communication and transportation devices that are required to knit this nation together? Should we be spending it on hurdy-gurdies in the air when that field of activity is perhaps best left to those in the private sector?

● (2030)

Dealing with the matter of finance, the bill is a bit misleading. It says \$8.8 million this year. My second amendment tries to stop them from throwing in more next year. Really what they want to do is spend \$29.5 million to build a tower in Toronto. They do not want to bother figuring in the cost of the land. After all, they already own the land. Why capitalize the cost of the land? They could rent or sell the land for some other purpose. They do not want to bother taking in the cost of the land. The land is worth \$7 million, but they don't worry about that.

**Mr. Benjamin:** The CPR don't either.

**Mr. Blenkarn:** We will come to the CPR. They are a shrewd cookie; they knew what they were getting into.

#### *Canadian National Railways and Air Canada*

The CPR looked at the statement and said yes, we have our projections. This says you may make 7.8 per cent on your money. If they are really lucky with this tower, and people are willing to pay \$3 to go to the top of it year after year, at least one million every year for 40 years, they might make 12.8 per cent on their money. However, after the first year or two they may run out of people who want to pay \$3 to go up into the sky.

A great investment? The CPR looked at it and said "nuts". They own half the land but they would not spend their money on a tower. They would rather have the people of Canada build the tower. It would be like a fountain in the park. The CPR can build around the tower and make profits from the office buildings, convention centre and other high-rent deals. The Metro Centre will be visible from these other buildings. The CNR will build the tower. When I asked Mr. MacMillan what he was getting out of CPR for the whole matter, he said:

CP was eventually reluctant to be involved in the tower. . . . CP agreed, in return for non-involvement on their part in the tower, to make substantial concessions to CN.

When we asked what the substantial concessions were, there was no answer. I suggest this is because there were no substantial concessions, certainly not concessions you would talk about. If they were substantial, I am sure Mr. MacMillan would have talked about them. Instead, he sat back and said, "You know how important confidentiality is in the corporate board room". Members of parliament are not to be treated to that confidentiality. We will find out that there are no concessions.

The truth of the matter is they wanted to build a tower with a 400-seat restaurant in the sky to show they are a wonderful bunch of people. They want the CBC at the top. The truth is that this railroad does not care about the people of Canada. It does not care about the investors who pay through taxes that are dragged out of their pockets in income tax, sales tax and taxes on all and sundry. They are only interested in building 400-seat restaurants in the air. Even CPR, that shrewd organization—

**Mr. Benjamin:** Are they ever.

**Mr. Blenkarn:** You are from Regina; you know they are shrewd. They know what the balance-sheet looks like. They know where their money is well placed. They would not put it there under any circumstances.

We now have the wonderful example of a tower being built. When you ask the reasons for the tower, you are given four reasons. They say the growing feeling of the Toronto centre region was a myth. If Toronto was ever a myth, you had better come to Toronto and look at this myth, because it is growing pretty fast. It did not need a Metro Centre on 180 acres of prime downtown land. It did not need a tower as a spectacular focal point. If that is what is needed, why did the owner of the rest of the land not pay half the cost? There is no explanation for that. CN said they had to consolidate CBC and metro. CBC does not need any more consolidation. I did not know CN was running the CBC, but apparently it is.

The CN said they got financial concessions from CP but they would not tell us what they were. The truth of the matter is there were no financial concessions and this parliament is now being asked to vote \$8.8 million and an