

with \$613,000 for the conclusion of the instrument landing system program.

I want to thank my hon. friend from Thunder Bay-Atikokan for his positive and even enthusiastic contribution to the grain situation. He told us that Thunder Bay was in some ways part of western Canada. I was going to suggest that if referenda were more popular, he could run one in Thunder Bay to find out how people would feel about it. But seriously, I agree with him entirely. Grain is moving. The capacity is there now. Fortunately we have no labour problem at this particular moment although we had one in Churchill which was resolved a few days ago.

Thunder Bay has opened for navigation 23 days ahead of what is considered to be the normal period. The Ridley Island grain terminal on the west coast is going to be built. The grain co-ordinator is in operation. Hopper cars are now on stream. Box cars are being rebuilt and, branch lines are being rehabilitated. The CN and CP are improving their rail lines, and double tracking is taking place here and there as needed. So, this is a great situation.

Mr. Knowles: "God's in his heaven: all's right with the world."

Mr. Pepin: I think we should rejoice.

Some hon. Members: Hear, hear!

Mr. Pepin: If hon. friends on the other side want me to say that the minister of transport in the previous administration had something to do with this good climate, I will not deny that, but only under one condition, that is, that they would add that Mr. Lang was there previously and had more to do with it.

Some hon. Members: Oh, oh!

Mr. Pepin: Be that as it may.

With respect to the prairie railway rehabilitation program, to answer the hon. member for Regina West, the program for this year has now been approved and an announcement will be made in a few days on that subject.

I do not know if the hon. member from Kindersley-Lloyd-minster intends to take part in the debate—yes? Then I will be back at eight o'clock.

Mr. Johnston: Mr. Chairman, on a point of order, I have the report on the breakdown, as it were, of the projects on which the cost overruns that I referred to were incurred. I undertook to table such a report as soon as possible. I am prepared to table this report, but I would point out that, due to the period of time in which I had to obtain it, it is in the English language only—only the headings. It is all numbers and is a computer printout. But with the unanimous consent of members—

Mr. Knowles: Mr. Chairman, on this point of order, it cannot be tabled in Committee of the Whole. It should not be tabled until we go back into the House tonight.

Supply

The Deputy Chairman: This would have to be done with unanimous consent. It would not be tabled. It would only be filed with the committee. Is there unanimous consent?

Some hon. Members: Agreed.

The Deputy Chairman: It being six o'clock, I do now leave the chair until 8 p.m.

At six o'clock the committee took recess.

AFTER RECESS

The committee resumed at 8 p.m.

The Chairman: When the committee rose at six o'clock p.m., clause 2 of Bill C-29, an act for granting to Her Majesty certain sums of money for the public service for the financial year ending March 31, 1981, was under consideration. The hon. member for Humber-Port au Port-St. Barbe had been given the floor.

Mr. Tobin: Mr. Chairman, I have a few comments and a question for the Minister of Transport. As the Minister of Transport knows, there is presently under way in my riding a review of transportation services in western Newfoundland, the riding of Humber-Port au Port-St. Barbe. The two airports in question in this review, which the bureaucrats lovingly refer to as rationalization of air services, are Stephenville and Deer Lake. As the minister also knows, the two airports provide an air service to two different geographical regions in my riding. Because of the rural nature of the riding, the two airports became necessary in the first place.

I would simply like to say and put on the record that while I accept, encourage, and welcome a review of the air transportation service in western Newfoundland, I would like to make it perfectly clear to the minister and his department that it is my position and, indeed, the position of the vast majority of my constituents in Humber-Port au Port-St. Barbe and, in particular, the officials in both Deer Lake and Stephenville, that the two airport concept should be embraced by the Department of Transport and that two airports are necessary for the economic well-being of my riding.

Having made those few brief comments, I would now like to come to my question. A few weeks ago, Mr. Harry Steele, the president of Eastern Provincial Airways, the regional carrier that operates out of both Deer Lake and Stephenville, while addressing the Stephenville Chamber of Commerce indicated to his audience that while there is now an ongoing review process of air transportation in Newfoundland, he has inside information that the Department of Transport has already made up its mind to close one of the two airports in western Newfoundland. If Mr. Steele's comments are to be taken at face value, and I have no reason to believe them, the efforts of the Department of Transport are nothing but a farce. My question to the Minister of Transport is simply this. Has the minister or any of the officials in the minister's department