

The Address—Mr. Frank Hamilton

Let me refer to the latest report of the Canadian Grain Commission. Under the heading "Producers' Complaints" the report states:

During 1971, the commission and the assistant commissioners investigated nine written complaints about producer transactions with operators of licensed primary elevators. In most cases, it was possible to arrange satisfactory settlements between the parties concerned.

Their workload is continually increasing and the requirement for protein tests at country elevators is only a short way down the road. Farm service supply needs are now a major item of paperwork. There has been a tremendous build up in the number of forms and paperwork to the point that, where the grain buyer used to be able to work seven hours and tidy up his paperwork in one hour, it now takes him at least four hours a day just to straighten out the forms and paperwork. These people certainly deserve our thanks.

We now have an economy operating on inflationary expectations, and I see nothing in the throne speech to break this situation. Government spending in Canada is approaching 40 per cent of our gross national product. In 1952 the figure was 21 per cent; in 1962 it was 31 per cent. Compared to other countries, government spending in 1972 in the United States was 32 per cent of the gross national product, in Britain 36 per cent, in France 37 per cent, in Germany 37 per cent and in Japan 17 per cent. I question whether we should be trying to lead the world in this kind of competition. In short, Canada has one of the most expensive and expansive bureaucracies in the world.

There has been a lot of mention made of ships' captains and seagulls in this debate. This government reminds me of a little group in a lifeboat who have lost control.

This is what a lot of my constituents see, Mr. Speaker. They see transportation needs increasing while the government watches our railroads decline. I could quote the latest Statistics Canada figures on railway carloadings, which indicate that the volume of freight loaded during the month of January, 1974, decreased by 2.7 per cent from the 1973 period. Similar decreases are occurring in the movement of coal, wheat, lumber and pulpwood, though there has been a great increase in the movement of potash. This would seem to give the lie to the story that because of bad snow conditions in western Canada the railways cannot move grain; all of our potash comes from western Canada.

My people see demand for dairy products increasing but the number of dairymen declining. Milk and butter production are going down. They see the need for red meat produced by farmers increasing. They see our feedlots empty, our livestock feeders going broke. The government is asking for more agricultural products; they will not get more by bidding less. I could go on and on. However, as the Secretary of State for External Affairs (Mr. Sharp) would say: "This is the Liberal way".

The election in Britain should serve to remind us that not so long ago the Canadian people told us that they wanted constructive action and not too many more words. They wanted the ship of state back on an even keel. This throne speech lacks what we all crave—a sense of unity and purpose.

[Mr. Hamilton (Swift Current-Maple Creek).]

[Translation]

Hon. Jean-Eudes Dubé (Minister of Public Works): Mr. Speaker, I should like to join those who spoke before me in this debate in offering my respectful compliments to their Excellencies the Governor General and Mrs. Léger. I should also like to take this occasion to point out the excellent speeches made by the mover and the seconder of the Address in reply to the Speech from the Throne, the hon. member for Spadina (Mr. Stollery) and the hon. member for Sherbrooke (Mr. Pelletier). To both I wish great success and a bright parliamentary future.

Mr. Speaker, the building of the new Mirabel International Airport in Montreal and particularly the expropriation it required have given rise for some time to criticisms in certain quarters and I should like to take advantage of this debate to answer some of the questions raised regarding that expropriation, and explain the solutions this settlement has brought forward to deal with those different problems.

One should remember that Montreal is a turntable in the field of transportation not only in North America but all across the world. The ever increasing importance of air transport in the world has made it an absolute must for Montreal to have airport facilities allowing it to take up the challenge. The government of Canada, Mr. Speaker, also had to make sure that the new airport would not be stifled after a few years of operation by restrictions similar to those now experienced at Dorval and several airports in the world. And the only way to do this was to control future developments in the noise areas. So it was imperative to foresee those developments inconsistent with the operation of the airport, particularly housing.

After consultation with the provincial government at that time it was thus decided to expropriate 93,450 acres of a vast rural territory, 17,000 of which for the so-called operational area, and 76,450 in the peripheral area.

It should be immediately pointed out, Mr. Speaker, that only the residents of the operational area will end up moving, that is 157 now and no more than 40 others in 1988. So 197 moving out is not exactly the great disturbance of 1755 whatever some local agitators might say about it.

Moreover, and this is for the guidance of hon. members, in the other great airport we are going to build, that of Pickering, only people from the operational area were expropriated, a 19,000 acre area. In Pickering almost all the expropriated people will have to move. Other owners in the outlying area will not have to move since the province of Ontario agreed to legislate so as to control the present development rights on lots extending over an 80,000 acre area. On the other hand, as far as the Mirabel airport is concerned, the Quebec government of that time refused to co-operate along these lines.

● (1240)

According to a totally unfounded assertion that was deliberately spread in some circles, the Sainte-Scholastique citizens were unfairly compensated as compared with the Pickering citizens. I wish to say today that such an assertion is untrue and entirely without foundation. It is true that expropriation for the Mirabel airport took place in 1969, therefore under the previous legislation,