

in the throne speech. There were several more proposals announced during the election campaign, and the bulk of the promises and commitments by the government at the Western Economic Conference have yet to be fulfilled. Surely, it is time this government took some responsibility, and I would urge the Prime Minister to consider the possibility of appointing a new full-time Minister of Transport so that we can get answers and action on this very important matter.

Mr. Lang: On that point of order, Mr. Speaker, I think it should be observed that questions in the area of transportation were answered this afternoon by the Parliamentary Secretary to the Minister of Transport and, if I may say so, were answered in a very effective way. It is now 25 minutes after four and the parliamentary secretary has had to leave the House, as I notice have a great number of members of the Conservative party who may not have as many duties as the parliamentary secretary.

Some hon. Members: Hear, hear!

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TRANSPORT

SUGGESTED COMPENSATION TO TRUCKING INDUSTRY— GOVERNMENT POSITION

Mr. Fred McCain (Carleton-Charlotte): Mr. Speaker, sometime ago there was a freeze on rail rates and a subsidy introduced to compensate rail carriers of this nation for the loss they might suffer as a result of there being no increases in the rates. I should like to ask the Acting Minister of Transport what steps the government plans to take to compensate the trucking industry for its loss of business and financial loss? Does the government have a policy to put the rail and trucking systems in a fair relative position policywise?

Mr. Speaker: Order, please. It seems to me the first question is related to a very general matter of policy. As I understood the last question it was, does the government have a policy to do such a thing. I think that question ought to be answered.

Hon. Donald C. Jamieson (Minister of Regional Economic Expansion): Mr. Speaker, I was about to say that the question was too complex to be answered in this manner during the question period. However, I think it can be said in a general way that the very fact that when the freeze was introduced it had certain effects in so far as the trucking industry is concerned illustrates the distortions that come about when one seeks to compensate one mode of transportation as opposed to another.

Members' Salaries

GOVERNMENT ORDERS

[English]

ACT RESPECTING OFFICE OF SECRETARY TO THE CABINET FOR FEDERAL-PROVINCIAL RELATIONS AND CLERK OF PRIVY COUNCIL

MEASURE TO PROVIDE FOR APPOINTMENT AND REMUNERATION

The House resumed, from Wednesday, December 18, consideration of the motion of Mr. Trudeau that Bill C-38, respecting the office of the Secretary to the Cabinet for Federal-Provincial Relations and respecting the Clerk of the Privy Council, be read the second time and referred to the Standing Committee on Miscellaneous Estimates.

Mr. Speaker: Is the House ready for the question?

Some hon. Members: Question.

Mr. Speaker: Is it the pleasure of the House to adopt the said motion.

Some hon. Members: Agreed.

An hon. Member: On division.

Motion agreed to, bill read the second time and referred to the Standing Committee on Miscellaneous Estimates.

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THE SENATE AND HOUSE OF COMMONS ACT, THE SALARIES ACT AND THE PARLIAMENTARY SECRETARIES ACT

AMENDMENTS RESPECTING SALARIES AND ALLOWANCES

The House resumed, from Tuesday, December 17, consideration of the motion of Mr. Sharp that Bill C-44, to amend the Senate and House of Commons Act, the Salaries Act and the Parliamentary Secretaries Act, be read the second time and referred to the Standing Committee on Miscellaneous Estimates.

Mr. Edward Broadbent (Oshawa-Whitby): Mr. Speaker, I concluded my remarks the other day after having attempted to establish the following case. Using the criteria laid down by the government House leader at the time we last received an increase as members of parliament, it was proposed that in terms of the personal lives of members and their families, members should be able to afford what could be described as a comfortable life. It was also proposed that the facilities and services provided members of parliament should be adequate in order that they might do their jobs well. I said, on behalf of my colleagues, that we accept entirely that proposition as being the desirable criteria for setting the salary level for members of parliament and for establishing facilities and services for members.

If we consider the facilities which have been provided members of parliament since 1971, both in terms of new services and a substantial improvement in those which were already in existence, the only justification one would have for arguing in favour of an increase would be that it