

If the Government so desperately wants \$3.1 billion, then it should be raised. However, let us not raise it on the backs of Canada's poor and Canadian consumers whose participation we require in this economic recovery period. Let us raise it by introducing some progressive corporate tax measures.

**Mr. Blenkarn:** Mr. Speaker, the Member knows that this is not a corporate tax Bill. He knows that the Minister of Finance (Mr. Wilson), together with the Deputy Prime Minister (Mr. Nielsen), are reviewing all of the corporate tax changes which are appropriate and those will be introduced in the Budget. We are dealing with an excise tax Bill which goes a long way to creating prosperity in the country. It helps the producers of the country but the New Democratic Party does not want to help producers. Sure, it taxes people, but those taxes were already in place in the system and the Member did not answer that point. Sure, it taxes airline tickets, but of course only the poor travel by air, or maybe it is only New Democrats.

**Mr. Deputy Speaker:** The Hon. Member for Kamloops-Shuswap (Mr. Riis) if he wishes to answer.

**Mr. Riis:** Mr. Speaker, I am not certain how I can respond to that question, or statement, or whatever it was. I can only say that I and my colleagues in the New Democratic Party will be waiting with bated breath to hear the comments of those opposite as they justify increasing a federal sales tax, taxes on domestic airlines and taxes on cable companies. We will be listening carefully to hear how they can explain that this is in the best interest of the Canadian recovery.

**Mr. Baker:** Mr. Speaker, I would like to make a short comment with regard to the Progressive Conservative Member who intervened and the New Democratic Member who responded about how wonderful the rebate and the excise tax are.

**Mr. Deputy Speaker:** Comments must be addressed to the speech of the Hon. Member for Kamloops-Shuswap, if you have a comment to make concerning his speech. Maybe at some other time the Hon. Member for Mississauga South (Mr. Blenkarn) will make a speech and then you can comment on it.

**Mr. Baker:** I would not want that to happen, Mr. Speaker. In relation to his speech, it is fine to give the primary producers \$200 and then to take \$1,000 away from them in other measures. That is exactly what the Government has done. It is fine to give them a rebate on excise tax and to raise the price of gas and oil. It is fine to give them a \$200 rebate and then charge them for tying up their boats and for weather forecasts, and to do away with the insurance scheme which was run by the Government so that they must pay another \$10,000 or \$20,000 a year. I wanted to remind the hon. gentleman that the former Liberal Government would never have perpetrated that on the primary producers of the country.

**Mr. Deputy Speaker:** If there are no further questions or comments, we shall resume debate. The Hon. Member for Swift Current-Maple Creek (Mr. Wilson).

### *Excise Tax Act*

**Mr. Geoff Wilson (Swift Current-Maple Creek):** Mr. Speaker, I would like to address the two important amendments which are being made to this Bill. The first one involves the extension of the eligibility for this fuel tax rebate, which had previously been granted to farmers, fishermen, loggers and miners, to include hunters and trappers. This comes about at the very welcome suggestion of the Member for Western Arctic (Mr. Nickerson). The second amendment involves the mechanism by which the rebate is to be delivered.

Having raised in the House on November 29 and December 4 the problem of potential discrimination against some bulk fuel dealers under Bill C-12 as originally drafted, I welcome the opportunity to comment on this amendment. Mr. Speaker, you will recall that the problem arose because, owing to various degrees of integration of the oil companies, some bulk fuel vendors held inventory free of sales tax while other vendors held inventory on which they had paid the sales tax. As originally drafted the Act allowed the dealers with tax-free inventory, those who held the bulk fuel on consignment, to pass the sales tax rebate of 4.8 cents per litre, or 22 cents per gallon, straight through to their customers at the time of sale.

However, those with the tax-paid inventory—and those vendors included independents, co-operatives, some Gulf dealers and others—had to collect the tax back from their customers who in turn would submit their invoices and an application form to Revenue Canada, Excise, in order to secure a rebate of the tax paid. Obviously this created an unfair market situation because most primary producers purchasing fuel would naturally buy their fuel from the vendor who could give them the immediate cash benefit of the tax rebate at the point of sale.

The amendment to the Bill today solves this problem by permitting all bulk dealers to give the rebate benefit at the time of sale. Those dealers who paid the sales tax may secure rebate of that tax paid from Revenue Canada. I trust that, pursuant to paragraph 9 of the notice of motion, the regulations will ensure speedy reimbursement to vendors who regularly sell gasoline or diesel fuel in bulk to these primary producers who hold sales tax bulk permits. The system cannot be perfect due to the fact that the tax goes on at an early point in the system and because only certain purchasers of fuel, the primary producers, qualify for the rebate. Hopefully this option will prove to be the most workable in the market-place.

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I am pleased to see the return of this Bill with these provisions suitably redrafted to at least eliminate the discriminatory nature of the application of the sales tax rebate mechanism. I congratulate the Minister of State for Finance (Mrs. McDougall) for her prompt legislative response to a very practical problem in the market-place.

The Government is also to be congratulated for fulfilling yet another campaign promise. Each day we are subjected to suggestions by the opposition Parties that we are not living up to our promises. Nothing could be further from the truth. Each day, just as fast as the presses can run, new legislation is coming forward ensuring the realization of these commit-