

think we should look at this question primarily from the point of view of the public interest.

● (2225)

If we use the Canadian Transport Act, we can get the CPR before a forum with some authority. That can get us the real information with regard to costs and also the real information with regard to whether or not it is in the public interest to move them out of the city. Certainly I believe that it is a necessary move at this point.

Mr. Robert Bockstael (Parliamentary Secretary to Minister of Transport): Mr. Speaker, a similar question was put to me by the hon. member for Winnipeg-Assiniboine (Mr. McKenzie). I answered it on April 28, and the answer given can be found on page 504 of *Hansard*.

It is evident that all people concerned readily admit that rail relocation for the city of Winnipeg is the ideal solution. It is highly desirable, and to the benefit of the city, to revitalize an area which has been troubled by the impact of the railway in that neighbourhood. I would point out to hon. members of the House that the Rail Relocation and Crossing Act does not compel the federal government to undertake rail relocation projects. Rather, it provides the mechanism whereby these projects can be undertaken and it permits the federal government to assist financially in these projects, if and when funding is available. These mechanisms and procedures would also establish if the economic benefits outweigh the costs involved.

The hon. member for Winnipeg-St. James (Mr. Keeper) asked if we had determined whether the economic benefits

would not outweigh the costs involved. Really the onus to prove that point is on the applicant. The city of Winnipeg and the province of Manitoba have never agreed to file the prima facie case to prove their own priority rating of the proposed rail relocation. Until April of this year, the city and the province have simply indicated that they want a licence to proceed with the grade separation overpass at Sherbrook-McGregor. Then early in April of this year, sort of as a last ditch stand, council passed a motion that they would ask the federal government to proceed with rail relocation. They would allow the federal government to proceed with it. The province would put up one-sixth and the city would put up one-sixth, if the federal government would put up two-thirds. None of this is in accordance with the formula of a 50-50 sharing of the costs involved.

The previous NDP government did not want to file the prima facie case because it would only concur with the relocation of the yards and not the main line. The present provincial government has not indicated that it is prepared to participate in this rail relocation and does not eye it as much of a priority as the CN east yards or other developments in the city of Winnipeg.

Mr. Knowles: Where do you stand?

Mr. Bockstael: I am in favour of rail relocation.

[*Translation*]

Mr. Deputy Speaker: The motion to adjourn the House is now deemed to have been adopted. Accordingly, this House stands adjourned until tomorrow at 2 p.m.

Motion agreed to and the House adjourned at 10.28 p.m.