

Income Tax Act (No. 2)

likes to go along with these concessions, with this reckless sell-out of the interests of the Canadian taxpayer. They will go along with this sell-out, with this waste of money and waste of earning power. I find their attitude past understanding.

I say that corporations should be taxed at the same rate as the individual taxpayer. By all means give them the same rights of depreciation as you give to the ordinary businessman and farmer. But let the corporations do their share in carrying this nation; let them make their contribution to this nation so that we can do the things that need to be done in a growing community. This does not mean that we will necessarily pour all the money we get into welfare. Some of it will go toward economic growth, some into housing and some into social services that we need such as roads and rail development.

If I were to give tax concessions to any industries in Canada, Mr. Chairman, I would look at the rail transport industry because it needs improving. If you want to consider that part of our transportation system and that part of Canada's industry that needs rebuilding, that needs to become more efficient, I submit that you should consider the rail transportation system because it could serve as an effective method of tying Canada together and transporting goods and services which this country needs. I would not give tax concessions to the oil and mining companies. I would take a good look at transportation, at rail services in particular, because those are the services that would tie Canada together and help us to operate as a solid economic community.

We should not keep insisting that railroads are not public utilities, that they are really private corporations out to make money, and that they are self-supporting. Really, they form one part of our transportation system, the first objective of which should be the movement of goods and services at the least possible cost. We are spending hundreds of millions of dollars in building super highways to carry goods that should be carried on our railroads.

One of our problems is that we do not have a good economic policy for Canada, the result being we limp from one mistake to another. One policy is built in isolation and another is introduced in isolation: the total economic fabric of Canada is not considered as a whole.

Mr. Hellyer: Exactly. That is the most sensible thing you have said.

Mr. Gleave: Thank you very much. It is rare that I get kind words from the hon. member's quarter of the House.

Mr. Baldwin: It is very rarely that you earn them.

Mr. Gleave: Mr. Chairman, I do not mind the hon. member for Peace River being a smartypants if he likes. If it pleases him to indulge in a little humour at my expense, he may do so. One of my friends asked a question this afternoon and a member of the official opposition told him he ought to go to Tijuana. I do not know why he suggested that the hon. member should go to Tijuana. I can think of a place to which I should like to send some hon. members of this House, and it would be much hotter than Tijuana.

An hon. Member: You are getting off the track.

[Mr. Gleave.]

Mr. Gleave: Yes, I sometimes get off the track. I hope that after this government gets rid of its particular hang-up over this budget and the policy hang-ups from which it suffers, it will begin looking at Canada as a whole and start to develop a policy which meets the needs of Canada. A good place to start would be at the meeting with the four western premiers which is to take place next month. I sincerely hope that the asinine suggestion of the Minister of Justice, to the effect that we should begin by scrapping the Crowsnest pass rates, will not represent the point of departure of the government when it meets with the four western premiers next month. If that is the government's attitude, if that represents its opinion, I sincerely hope it will call the meeting off because it will do more harm than good. So far as western Canada is concerned—

The Chairman: Order, please. It was not agreed the other day that we would deal with clause 1 by breaking it down into several factors, as I indicated to members of the committee at the beginning of our discussion today. I think the hon. member is going perhaps a little far afield and I suggest he return to the matter under consideration. It has been pointed out to me that his time has expired. The hon. member for Joliette is recognized on the same portion of clause 1.

● (1520)

[Translation]

Mr. La Salle: Mr. Chairman, I would like to comment briefly the clause of the bill under consideration; it is a very important clause for the Canadian producers and businessmen. I would personally like to say that I shall support this tax advantage which the government must give to the corporations. I believe it can—mind you, I do not say it will—create new jobs.

In the course of my few comments, I would like to urge the minister to control very closely the application of this law. Of course, if a businessman really wants to recognize the problems which we are facing, he can use these advantages to multiply jobs, which have been lacking for a long time in Canada. We also know quite well that he may also take advantage of this tax cut under all kinds of circumstances. Thus, I think that it is important for the responsible department to keep a very close watch on the industrialists who will take advantage of the provisions of this bill.

We know perfectly well the difficulties we are now facing, and we also have a system of supply and demand. We know that costs are continuing to increase, and we are still wondering what the government is going to do to put a brake on this increase, to help the consumer who is worried because he finds himself in an untenable position.

I think that this measure is still quite adequate, particularly since it can be reconsidered in a year's time, at the request of 60 or more members. I think that it is a very sensible suggestion, for in a year's time it might be difficult to see the repercussions of this act, and it is for this reason that the department must not neglect to keep a close watch on this field.

There is also much talk of increasing the consumer's purchasing power, which might perhaps help with the