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before navigation closed and our farmers were deprived of the opportunity to take advantage of the Winter and Spring Markets and the prevailing enhanced prices.

That article was printed 47 years ago.

In his speech he mentioned something that is true today, and started in 1984 under this Government. I am talking about the excessive ferry charges. He states:

The Provinces of Nova Scotia and New Brunswick purchase farm products to meet the requirements of upwards of one million people in these Provinces, to the value of over \$2 million each month, or approximately \$24 million per annum. Prince Edward Island farmers could cater to a large share of this market right at their own door if the excessive Ferry charge equivalent to a tariff between foreign countries was not in effect.

Over the years, we have tried to make this case. Certainly, in the last years I have tried with this Government. Ferry rates are a great detriment to the transportation costs of Prince Edward Island.

Mr. Hyndman further states:

It should be remembered that this Car Ferry Service was bought and paid for by Prince Edward Island when the Province entered Confederation. Compare these excessive charges with the great Canadian Canal System, which required an expenditure of hundreds of millions of dollars to construct, and is costing the tax-payers annually, many millions of dollars to maintain and operate, but no toll charge, whatever, is made to Canadian or foreign vessels. Nevertheless, all vessels passing through the Panama Canal have to pay a toll of fifty cents each per registered ton . . .

When we talk about transportation, we should look at transportation as a tool of economic growth. Regions of this country are truly disadvantaged because of their geographic dislocation.

We also should go back to the annual Premiers' Conference held last August in St. John's, Newfoundland. The Premiers adopted the following resolution which emphasizes the role of transportation as a regional economic tool. I wish to read the resolution into *Hansard*. It should be alluded to when Members are speaking on this important Bill. It states:

Whereas the importance of regional economic development has been agreed upon by all governments, we, the provincial Premiers, call on the Government of Canada to incorporate in the proposed new National Transportation Act, in addition to an objective of commercial viability, the following:

1. Transportation is recognized as a key to regional economic development; and
2. Commercial viability of transportation links must be balanced with regional economic development objectives in order that the potential economic strengths of each region may be realized.

That is the resolution the Premiers put forward in August, 1986 to the federal Government.

I believe the Government should carefully look at that resolution.

What the Premiers are saying, and what transportation companies are saying, is that we must use transportation as an economic tool to development. Some of the regions of this country are disadvantaged because of large geographic areas with small populations which are a long distance from the

markets. There must be some type of infrastructure which is looked after from general revenues in order to have comparative costs and equal competitive opportunity with those of other parts of the country. That is what Canada is all about. Therefore, in some of those areas, we must have preferred rates.

In looking at air traffic, we have seen that in the past Air Canada and some of the large carriers had to go to some of those remote areas, and service to those areas had to be subsidized and paid for out of the revenues received from the lucrative areas.

In returning to safety, I hope that when Members of Parliament are debating and discussing this Bill before the House, they talk to some of the people who will be affected, and some of the people who will benefit from the Bill. I talked to a small entrepreneur two weekends ago who told me that he was driving a tractor under a common carrier's name, that he had bought the tractor and was an entrepreneur. Because of deregulation and the strict competition that the big companies will be faced with, they are selling off some of their tractors to the employees. This chap was from Prince Edward Island. He said that we are 650 miles away from Boston. Because we are not covered under any union agreements, we have to drive to Boston. We leave Borden, Prince Edward Island on the last ferry. We drive straight through to Boston. We unload our cargo. Instead of paying the extra cost, we are tempted to sleep in the truck for four or five hours, and drive all the way back.

I contend that those numbers of hours for a truck driver who is driving a heavy tractor with 30 or 40 tonnes in the trailer, will be a severe problem for our highways. Indeed, we may not get the benefits. If there are more accidents on the highways, there will be higher insurance rates. Along with the higher costs of transportation, be it diesel oil, et cetera, the competition will be so stiff that corners will be cut. It will be to the detriment not only of the consumer, and those who are using the service, but in my opinion to the detriment of the travelling public.

The Acting Speaker (Mr. Paproski): I will recognize the next speaker, the Hon. Member for Prince Albert (Mr. Hovdebo), when Orders of the Day are called after Question Period.

It being one o'clock, I do now leave the chair until two o'clock later this day.

At 1 p.m. the House took recess.

AFTER RECESS

The House resumed at 2 p.m.