

Oral Questions

and if, the banks make their move, CN would have a negotiating position. That is the situation now.

Mr. Crosby: Madam Speaker, the Minister is a hound for punishment. Apparently he is going to keep going.

REQUEST FOR INVESTIGATION BY CANADIAN TRANSPORT
COMMISSION

Mr. Howard Crosby (Halifax West): Madam Speaker, in 1981 when the Minister was bragging about the return from Cast shipping to CN of \$10 million, Frank Narby, the principal involved, received \$26 million from the Cast shipping group. Can the Minister tell us what happened to these funds? Where did they go? Did Mr. Narby pocket the funds so that they are lost to the Canadian people and the Canadian marine transportation industry? More important, will he allow the Canadian Transport Commission to investigate all of these goings on, and make a report? On that headless organization: When is he going to appoint a chairman for the Canadian Transport Commission?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, when I reported that there was a \$10 million profit on a \$60 million investment I thought that was pretty good for one year. I thought I was right in rejoicing at that time.

With respect to the investigation of cast by the CTC, that was supposed to take place in September, but I do not know what the CTC will do now. With respect to not investing one more cent in it, I think that this would have been the case, had the deal been made between Cast and CN, because there was no investment by CN in Cast. Money to operate was all that was contemplated at that time.

* * *

GRAIN

CASH ADVANCE PAYMENTS—REQUEST FOR INCREASE

Mr. Charles Mayer (Portage-Marquette): Madam Speaker, I have a question for the Minister of Transport with regard to cash advances. I have had correspondence and discussions with him on the subject, and I have given him advance notice of the question. Is he in a position to announce an increase in cash advances for the coming crop year, bearing in mind that the last time there was an increase was 1975, and also bearing in mind that there is little likelihood of very much, if any, final payment this year?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, the prairie grain advance payment is still before the Committee of the Cabinet. It has strong support from at least three strong men, the Minister responsible for the Canadian Wheat Board, the Minister of Agriculture, and the Minister of Transport. We are moving, but I do not think we will reach a conclusion before September. My hon. friend can come back in September hoping for good news. With the legislation on the

western rail initiative that will be a good reason for him to come back.

Mr. Mayer: Madam Speaker, I had essentially the same answer from the Minister a year ago.

REQUEST FOR ASSISTANCE TO FARMERS

Mr. Charles Mayer (Portage-Marquette): Madam Speaker, I would point out to the Minister that for a very small amount of money he could benefit roughly 150,000 farmers in western Canada. I would also point out that the Wheat Board borrows at prime minus one-quarter. If the Government is willing to spend \$1.4 billion on an aircraft company in Montreal, surely it could find about 1 per cent of that amount to help prairie farmers, in what is going to be a very difficult cash situation this fall.

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I think I was sufficiently open for my hon. friend to understand that I was in sympathy with his argument. I think there is time for updating that level of payment. In the meantime I am sure my hon. friend, who is an expert on grain, will rejoice with me on the settling of the dispute on the West Coast, and on the indications that this year Canada will again break all records for grain exports 28 million tonnes as opposed to 26.1 million tonnes last year.

* * *

AUTOMOTIVE INDUSTRY

AGREEMENT ON IMPORTATION OF JAPANESE MANUFACTURED
CARS—INQUIRY RESPECTING JOB CREATION

Mr. Otto Jelinek (Halton): Madam Speaker, in the absence of the Minister of State for International Trade I will put my question to the distinguished Minister of Industry, Trade and Commerce, so called by the former Minister, regarding the announcement made yesterday about Japanese auto quotas. This new agreement does not include trucks or commercial vehicles, and allows virtually the same number of passenger cars into Canada this year as last year—more than either Ford or Chrysler. In other words, it is another Government stall tactic without getting to the root of the problem, namely, productivity and jobs. Can the Minister tell us honestly and simply how many new Canadian jobs will be created as a result of this new agreement?

Hon. Ed Lumley (Minister of Industry, Trade and Commerce and Minister of Regional Economic Expansion): Madam Speaker, I will be happy to tell the Hon. Member that, if he can tell me how many Canadians will buy North American cars in the coming year.

Mr. Jelinek: Madam Speaker, the Minister knows that as a result of improved economic conditions in the United States there has been an increase in domestic auto sales, but the fact is that Japanese auto imports still exceed both Ford and