

indicated that they felt they were going to get assistance from the federal government to implement a lot of these things. So far nothing has happened as far as they are concerned. Now, you people are not very far away, and it is a big sector of the population of Canada that is involved, so if they are not taking advantage of ARDA and some of these other things are available through the federal government, why do you not invite them to come before your Committee as we have done? They are in a better position to answer some of these questions than we are and it might help.

Mr. PETERS: There is some slight reluctance I am afraid.

Mr. CRAM: Well, this is not what they tell us. Perhaps you are reluctant to invite them.

The CHAIRMAN: I do not think it is the role of this Committee to call the provincial government before us in a formal way.

Mr. CRAM: It could be company for you, along with another group.

The CHAIRMAN: Well, I am not sure on the point. Mr. Peters has mentioned that it certainly would be a very unusual procedure for the provincial government to come before a Committee of the House of Commons. As I say, there are other ways of arranging consultation between that department and the federal government on matters relating to your problems. One of the ways to get the situation going is to bring the problem to both the Federal and Provincial government.

Mr. CRAM: The problem is, though, that on the two occasions when the committee of the north were here the Prime Minister, the Minister of Industry and others more or less indicated to us that we should be talking to the Ontario government, not to them, but they were most interested and glad to hear from us and we would hear further. Well, we have not heard directly.

The CHAIRMAN: Well, I was going to make a comment on that particular aspect of your brief at the conclusion of the meeting. Now, Mr. Legault has indicated that he would like to say something. Following him we will hear from Mr. Martin and Mr. Chatwood.

Mr. LEGAULT: Thank you very much, Mr. Chairman. I certainly appreciate the comments that have been made by Mr. Cram, Mr. Kilgour and Mr. DelVillano. I was impressed by one thing Mr. Cram said, that as far as he is concerned designation was strictly for the birds. I can well appreciate that because in northern Ontario this is exactly what it means.

Now, we have brought out the matter of Collingwood, we have mentioned Brantford, and I could add another one, Cornwall, that have benefited quite extensively from those designated areas. I think one of the main reasons has been that Cornwall, Collingwood and Brantford had something else to their advantage which was of interest to industry, and that was again the question of transportation. If you look at Collingwood on Georgian Bay, if you look at Cornwall, which is on the Seaway, they all had something more, and you cannot blame any industry for taking advantage of establishing in those areas. Why did it not mean anything in our area? Well, for the simple reason that this would only mean a temporary measure, and any gain that industry could make would be eliminated the minute this designation was removed. It is false bait for them. So, we come back to the same problem, transportation, and Mr. Martin has brought up the question why a gallon of gasoline should cost 12 cents