

Adjournment Debate

very strange indeed. However, we do have a very serious problem, which is that the Government of Canada needs money to make the Calgary Games the best Olympic Games ever in this country, we need \$200 million. Amateur sport needs money, medical research needs money; and the taxpayer can no longer pay taxes and this is a perfectly normal and easy way to raise money without unduly taxing Canadians and it gives sports enthusiasts a chance to participate indirectly in the Canada Games, the Commonwealth Games and the Pan American Games. That is what we had in mind when we set up these sports pools. My honourable friend opposite signed an agreement in which he substituted \$35 million for a potential \$200 million. I do not know of many people in this House who would sign this kind of agreement. We intend to abide by these terms because, for the time being, we do not intend to get involved in lotteries. Our purpose is strictly to get into the sports pool area, and I think that is quite clear. This was explained when Parliament passed the Bill last June, authorizing the Government to get involved in sports pools. Since the matter is now before the courts, I would rather not elaborate on the subject much longer.

Regarding the franchise, I had a meeting this morning with the president of the baseball leagues, and he said very clearly that to him, these were two different matters. He felt it was morally questionable and said that, as a matter of principle baseball disagreed with the sports pool concept. Regarding the Vancouver franchise, this is a matter of—

• (1810)

[English]

GOVERNMENT ADVERTISING—RAIL EXPANSION
ADVERTISEMENT. (B) REQUEST THAT ADVERTISEMENT BE
STOPPED

Mr. Bill McKnight (Kindersley-Lloydminster): Mr. Speaker, I rise during the adjournment debate to elaborate on a question I put to the Minister of Transport (Mr. Axworthy) on March 26. It referred to the misleading and self-serving advertising by his Department, paid for with Canadian taxpayers, which appeared in the *Financial Post* of March 8. In this misleading and self-serving piece of government propaganda, paid for by the taxpayers in Canada, entitled "Canada's Rail Expansion to Meet the Demands of a Growing World", there was a statement that there would be 375,000 jobs for Canadians and a \$16.5 billion investment in our rail transportation system.

On February 8, 1983 when the then Minister of Transport presented proposals for the change in the statutory rate for the movement of grain, he did not refer to 375,000 jobs, he referred to 375,000 person years. So in February of 1983, we have reference to 375,000 person years. When I questioned the President of the Canadian National Railways at the Standing Committee on Transport about the investments that would take place in all the railroad industry and about the creation of jobs, he said that approximately 50,000 person years would be created. Using a multiplier effect of three, that means 150,000 jobs to be created between now and 1991.

The Minister of Transport gave another figure. He said that \$1.1 billion of new capital investment will be going into the Canadian economy this year. I hope that when the Parliamentary Secretary answers my question she will be able to tell me where that \$1.1 billion is being invested. I hope she will be able to tell me the reason for this advertising.

In February, 1983, we were given the figure of 375,000 person years. Then in the March, 1984 advertisement 375,000 jobs are mentioned. Next, in *Maclean's* magazine of April 2, 1984 there is another ad, paid for by the people of Canada, produced for some self-serving reason, which states that more than 300,000 jobs will be created. We have come down from 375,000 person years to 375,000 jobs and now we have only 300,000 jobs. All the time the people who will develop the rail network in western Canada, the railroads, are saying 150,000 jobs will be created between now and 1991.

Let us come now to the matter of expenditures. In February 1983, the former Minister of Transport said that \$16.5 billion would be invested in the rail network by the year 1991. The officials of that Department are now saying that it will be closer to \$12.5 billion. The Minister says that is because of inflation, that inflation has gone down. When the Bill was passed, Mr. Speaker, we were in the second year of the six and five program. The Government was so sure that inflation would come down to 4 per cent that it said the farmers would have to bear all the inflation over 4 per cent—everything would be borne by the producer.

The reason that investment has gone down can be found in one of the Minister's in which he that we do not have to invest that money at this time because the movement of coal has decreased by 13 per cent and, therefore, we do not have to invest in coal cars. Apparently the reason the statutory rate for the movement of grain was removed and this substituted was for the movement of coal; it did not have anything to do with the movement of grain.

The April 2, 1984, issue of *Maclean's* carries an advertisement that mentions 300,000 jobs. The Minister does not even have the courage to estimate the investment that the railroads will make even in the next few years. He just says that there will be billions of dollars of new investment. He has corrected it a little bit but the rational is self-serving, erroneous, and it is paid for by the taxpayers.

• (1815)

There is one thing we have to know, Mr. Speaker. The Minister says these ads were placed to show Canadian businessmen the opportunities available to them over the next number of years. I hope the Parliamentary Secretary will be able to tell me the number of tenders which have been called, which was the reason for these businessmen and women being alerted to the opportunities, because, Mr. Speaker, I am sure the tenders which have been called fall far, far short of the \$1.1 billion which the Minister said would be invested this year.