

OECD, as well as from a source in which I put the greatest credence, that is, the minister in Venezuela, a country greatly dependent on oil and which knows what is going on in the OPEC countries. This, of course, does not take into account the types of difficulties that we could have as a result of political difficulties in the Middle East.

The fact is that in a few years we will be facing immense problems. Yet coal is one of our resources, a resource that in the past was not considered to be as valuable as oil because, in the 1950's in Canada as well as in western Europe and the United States, the oil industry drove the coal industry into a sharp decline in so far as the supply of energy was concerned. However, that has changed, and it will change still further in the next ten years.

I say that the government has been seriously deficient in its energy policy in not opening two new coal mines in the Cape Breton area, at a time when the minister in charge told us that we in Nova Scotia will be facing this kind of deficiency in oil in the near future, to say nothing about the situation in the whole of the nation. Given this, and given the high unemployment in our area, which has been a chronic and traditional situation since the coal industry started to decline in the 1950's we must put particular stress, as I have suggested, on close co-ordination between the Minister of Energy, Mines and Resources, the President of the Treasury Board (Mr. Andras), and the Minister of Regional Economic Expansion (Mr. Lesard), who is also in charge of DEVCO. They should be saying, "We know the resources are there, so next year we will start a new coal mine in the Cape Breton area". I shall have a little more to say on that in closing, and I shall be quoting what the premier of Nova Scotia said recently in that connection.

As we know, there are other possibilities for the Maritime Energy Corporation and this is a step in the right direction, but we can legitimately criticize the government for setting up the corporation so late. There are also other possibilities for the whole of the Atlantic region which can now be viewed in another light, possibilities which not long ago could not be considered as being practical, such as the Fundy Tidal power project.

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In view of the chronic unemployment problem in my constituency I see the possibility of the Government of Canada getting a tremendous return on investment in two new coal mines that would help our balance of payments and, as I have said before, would help industries in southern Quebec. We all hope it will remain part of Canada, and indeed most of us are willing to bet on that.

Some companies are now burning oil. Can you imagine what they will have to pay if they are to survive in the Canadian economy ten or 12 years from now if the leader of the Venezuelan Oil Export Corporation and these studies are right, as is likely? They should be converting to coal. It should be part of the energy policy of this country to use coal, instead of putting all kinds of unemployment insurance into areas like

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that where there are literally thousands and thousands of potential coal miners who are willing and able to go to work. Such an approach would rectify this situation which has been with us since the 1950's.

I could say much more about this, Mr. Speaker, but I just want to say now that there is a great lack of an energy policy in this country.

I do not know if all members will agree with me but, looking ahead for the next 15 years in Canada, I see a tremendous gap in the field of transportation, especially rail transportation. The Mirabels and other white elephants that were built across this country use the most intensive energy consuming type of transportation, the airplane. Instead of looking ahead and seeing that we have to put more money into freight and passenger rail services, we are allowing the other expenditures to go ahead. Let me give an example of how important this is to the nation, Mr. Speaker.

The Ontario utilities and Ontario steel plants—Stelco, Dofasco, Algoma—will be running out of coal within the next 15 years—metallurgical coal—and they are now planning along with MOT, along with the utilities, along with the CNR, to rebuild the railbed from Alberta and parts of British Columbia to the terminal at the Lakehead in order to move unitrains to get those coal resources to Ontario where they are desperately needed. They know it is not going to be as easy as in the past to get coking coal, metallurgical coal and low sulphur coal from the United States, for making steel and for thermal purposes. It will cost at least \$2 billion to do that. I should mention that the steel plant in Sydney produces rail, primarily.

While they are doing that, why does the government not seriously look at these other matters? I took this up with the CTC and they admitted they were not doing it because of the shortsightedness of the Minister of Transport (Mr. Lang) and probably of others before him. They have tunnel vision as far as the airways and highways are concerned. This is unfortunate, especially in view of the difficulties in the supply of petroleum which will become increasingly serious over the next 15 or 20 years. They should be starting now to do cost benefit studies on the improvement of railbeds from Sydney to Montreal so that goods could be moved more easily, so that the Sydney plant could sell more rail, and so that the plant in Pictou County which produces cars for the movement of grain could be built up. If this were done we would not have thousands of unemployed at the Sydney steel plant or in Pictou County. This sort of thing does harm to the unity of this nation, and it happens continually.

Mr. Baker (Grenville-Carleton): That is a good speech. Right on.

Mr. Hogan: I do not know if I am being kidded by the hon. member or if I am being encouraged.

Mr. Baker (Grenville-Carleton): You are right on.