

In today's *Quorum* there is an interesting article from *The Globe and Mail* which speaks directly to this issue. I wish to refer to some of the quotations from it, because it illustrates some of the problems that we are facing.

Under the leadership of the Deputy Prime Minister (Mr. Mazankowski), the Government has spent a great deal of time, effort, and energy to bring western coal into Ontario.

Deputy Prime Minister Donald Mazankowski has written a stiff letter to Ontario Premier David Peterson, complaining that the Premier is avoiding a meeting with him to discuss the use of low-sulphur western Canadian coal by Ontario Hydro.

"I have, since last November, been seeking a meeting with you to discuss how we might best proceed on a co-operative basis with this important initiative," Mr. Mazankowski wrote in a letter dated January 29 and obtained by *The Globe and Mail*.

"Already, this meeting has been postponed twice by your office— This is a very important issue and we are trying to do it.

The article becomes more interesting, and as a western Canadian I feel it is well and accurately stated that:

The report, which says 13,000 jobs could be created in the next 15 years, \$4.1 billion in income generated—

That is, just because of this deal. This is an extremely important decision for western Canada with an impact for the nation.

In addition to that, there is the all-important concern about acid rain. The same report states:

—Ontario Hydro could meet its future acid-gas emission limits "solely by the use of more western Canadian coal"—

There are two options. First, we could create economic activity in Canada instead of in the United States, which is where Ontario Hydro presently gets its coal. In addition to that, an important goal is met, that of reducing the acid emissions in Canada. What is the problem? Why can we not arrange a meeting with the Premier? Why can we not come to some resolution of this issue? Again I refer to the article, this time a quotation from the Ontario Energy Minister, Vincent Kerrio, who said this:

"One major hurdle, however, is the high cost of transporting Western coal to Ontario," he said. "Instead of Mr. Mazankowski laying the blame on us, if he came forward with a strong commitment to moving that product at a reasonable price I'm sure we could do it."

Is that not incredible, Mr. Speaker? The provincial Government of Ontario is asking us to come up with something that will allow the coal from western Canada to be brought into Ontario at a reasonable price, and their federal colleagues are sitting here blocking the very vehicle needed in order to ship this coal into our region.

That is a picture of the type of problem that we have. I am astounded when I see an economic opportunity, an opportunity to reduce acid rain emissions, and what have we got? The two wings of the Liberal Party at loggerheads, at opposite ends of the spectrum on something that is so fundamental and important.

The question is, are the Liberals opposing this Bill because of some clear understanding of some great harm to the

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Canadian economy, or are they looking at it for some other reason?

If we look behind the scenes and take our memories back to 1983-84, we find something that is very interesting. At that time the present Leader of the Opposition (Mr. Turner) was a director of CPR. In itself, that is fascinating. His resignation did not take effect until after he was sworn in as Prime Minister, so that carried through his run for the leadership into his time of leading the Party, and then becoming Prime Minister. The Leader of the Opposition presents himself as a Member from western Canada. If he was representing western Canada, he would see the absolute importance of this coal deal. He would see the legislation as an opportunity to deal with that problem. In addition, he would sit down with his Ontario colleagues, namely, the Premier of Ontario, and say, "Sit down. Let's get this ball going." What is he doing?

Mrs. Maily: He has moved to Toronto. Maybe they will talk to each other.

Mr. Cooper: That is exactly what he has done. He has taken a condominium in Toronto, and maybe the two of them can get together and work out these serious problems.

The truth of the matter is that the Liberal Opposition is not representing western Canada. The time has come for them to do that. He should not be buying a condominium in Toronto, he should be spending more time in Vancouver, Alberta, Saskatchewan, and Manitoba, and understanding what is going on there. He should be talking to his provincial colleagues and not representing the CPR, even though he has resigned as a director, but representing the people who have the concerns of western Canada, and their concerns focus on this Bill.

Mr. Nelson A. Riis (Kamloops—Shuswap): Mr. Speaker, I am pleased to have an opportunity to say a few words on Bill C-18. It is always a pleasure to speak on Bills relating to transportation, particularly because we can look back in our history and recognize the major element that transportation has played in the social and economic structures. We are the second largest country in the world ranking twenty-eighth in terms of population. It is not surprising that transportation has played such a role in the development of Canadian society and the economy.

For the average Canadian thinking in terms of our history, we think of the voyageurs, the fur traders linking up Montreal with Fort St. James in British Columbia. We think of the CPR and the history of railroads and canals in Canadian history. We certainly can recall the role of aircraft, the bush pilots opening up Canada's North.

I could go on, but obviously transportation and the development of transportation in the best interest of Canadians is important. Now that we are debating amendments to the National Transportation Act, we recognize that it is long overdue. It was 20 years ago last year when Jack Pickersgill introduced legislation, the National Transportation Act, that