

have to wait in line. Regina has been waiting for four years. There have been four announcements from two different ministers of transport committing the federal government to the proper share of the cost of relocating railway yards in Regina. Phase one is the CNR yards in northwest Regina. Everything else is held up. Funds have not been allocated.

Is any of the amount of \$8,816,000 as payment under the Railway Relocation and Crossing Act in the current estimates, to go to the rail line relocation for phase one in Regina?

My second question is this: Two years ago in February or March the then deputy minister of transport for air—I do not know if he is still there or not—gave me a time frame for either the expansion or the construction of a new airport terminal in Regina of three years. Two years have gone by and nothing has happened. We are managing to get another air conditioner in the old building, but that is all that has happened. Can the minister tell me where that matter stands, when something will happen and what is the new time frame?

The third question is one which the minister and I have had correspondence and discussions about, and I know he has had exchanges with many others as well. It concerns multi-modal downtown transportation centres and the use of present CN or CP railway stations and the station property that is adjacent to those rail lines to be used as combination rail and bus terminals, airline ticket offices, city transit stops and so forth. VIA Rail has probably looked at two dozen communities from Moncton, New Brunswick right through to the Pacific ocean where this could and should be done.

In the case of Regina, this is a matter of extreme urgency. If the plan is going to proceed, Regina will have to be the first one served because the Saskatchewan transportation company, the main bus company that wants to move into a multi-modal station with VIA Rail, has been waiting three years. There has been a three-year delay in building a new bus terminal in order to be able to co-operate and join in with this one at the CPR Union Station in Regina.

Negotiations have been going on between VIA Rail and Canadian Pacific for something like 15 or 18 months. Canadian Pacific has been stalling. I am informed now that Canadian Pacific tells VIA Rail that it will only sell at book value that portion of the railway station that was used for rail passenger service at the time of the inception of VIA Rail. That is a little ticket counter, the baggage room and the walkway to the railway tracks. That is what will be let go at book value. Canadian Pacific will not let the rest go except at commercial value.

Canadian Pacific is trying to hold up VIA Rail and the travelling public in Canada to ransom again. The land on which those mainline railway stations are located was acquired for nothing. The buildings have paid for themselves two or three times over. The one in Regina was built in 1912. It is a beautiful marble building but it needs refurbishing.

There is a refusal by Canadian Pacific to co-operate on a necessary and worth-while project in many Canadian cities about which, by the way, all parties agree something should be

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done, including city councils, bus companies, provincial governments, chambers of commerce and labour councils. There is agreement across the board that something should be done. It is now a case that the minister and the government have to tell the CPR that it is not running this country. Will the minister now consider requesting CTC to issue an order to Canadian Pacific to turn that property over to VIA Rail at book value?

If the minister will answer those three questions briefly, I have three more for him.

Mr. Pepin: Mr. Chairman, I will try the three of them. The first one with respect to relocation is not a new one. There seems to be a running debate as to who got there first, whether it was Winnipeg, Regina or somebody else.

Mr. Benjamin: It was Regina.

Mr. Pepin: I will agree with that until someone else from Winnipeg disagrees.

Mr. Knowles: We have needed it for 25 years.

Mr. Pepin: But a number of promises or commitments—and I do not know how to describe them—were made. If my memory serves me well, the one at Regina was at the level of \$16 million.

We had a conversation the other day with ministers in charge of these matters, including Mr. Smishek in Regina. I explained the difficulty that I had under the UTAP program. We suggested that he uses the UTAP program in phase one of the relocation of CN lines, and we hope that more money will be found later on when we have UTAP 2, or son of UTAP. Anyway, it was an interesting exchange of views.

● (1640)

I want to praise the government of Saskatchewan because they are trying hard to accommodate us in the same way as we try to accommodate them. My understanding is that the provincial government now has a proposal. We have to be able to reach a conclusion on that subject. I cannot be more specific today. We are trying to distribute the expenditures in such a way as to accommodate both governments.

With regard to the multi-modal transportation centre in Regina, unfortunately I do not have anything of major value to announce. Like my hon. friend, I understand that conversations are going on. I hope that CP reads me. I was hoping that some agreement would be reached relatively rapidly, but I am told that it has not yet, the approach being different. CP is hesitant to let go of the property of the whole of the station. It is willing to accommodate, but only with a section of it.

I just received a note that I will read. It is not from the other place! "The rail passenger program provides for the transfer of stations from CN and CP to VIA." This was a discussion between CP and VIA which all members understand. "Basic principles are at net book value."

[Translation]

Well, well, that's interesting.