

the monitoring mechanism. Considering how difficult it has been to get an accurate idea of how the railways are losing on the transportation of grain, largely because of their reluctance to open their books, it would seem that the Government has been more than generous in setting the Crow benefit at \$651 million. I have no doubt, when it comes to establishing whether the railways have met their objectives, that the bureaucracy created to administer these monetary incentives will be every bit as generous.

Finally, I will now conclude my brief comments by assuring the Minister of my heartfelt and absolute opposition to this lunatic Bill. He is doing to Saskatchewan what was done to Alberta under the National Energy Program.

Mr. Sid Parker (Kootenay East-Revelstoke): Mr. Speaker, I am pleased to take part in the debate on Bill C-155, an Act to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof. The title of this Bill appears misleading and dishonest to western Canada. The Minister of Transport (Mr. Pepin) has done an injustice to western Canada, and he knows it full well. He proposed a Bill prior to this one with much fanfare across the country and with newspaper releases that cost the federal Government a lot of money. Then he changed the Bill at the will of the Quebec Members, because of their opposition. Now he is trying to force Bill C-155 through the House in a matter of four days and into committee. Goodness knows how long it will be considered in committee before closure takes place there and it returns to the House.

The Bill provides for the expenditure by Canadian taxpayers over the next four years of well over \$2 billion for the railway systems in Canada. While we are not opposed to improving the railway system, certainly we are opposed to the method by which the Minister of Transport is proposing to do this.

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One of our most important export industries, namely our grain industry, earns \$6 billion a year in foreign exchange. It is the only industry that has been able to survive the slump during these tough economic times. Now the Minister of Transport steps in with regressive legislation that will force the grain growers into one of the most serious economic problems anyone should ever have to face. The grain industry accounts for only 15 per cent of the transportation capacity, yet it is being called upon to pay the largest percentage of the cost. There is no guarantee that the railway system will be improved.

In the past, CP Rail has separated its land from the railway operation and put it into a subsidiary, Marathon Realty. The profits of that company should be going into the transportation system. However, under the present system, railways are able to diversify and use those profits in other areas. That is wrong and should not be condoned.

I want to speak about CP Rail for a moment. Because of a \$1 billion investment by the federal and provincial Governments in northeast coal, CP Rail also has tremendous investment in southeast coal. We have not heard one word of objection to this \$1 billion injection into the northeast infrastructure

to help develop it. In the South, where CP Rail has literally hundreds and hundreds thousands of dollars of infrastructure in place, it has not voiced one objection to the injection of moneys in northeast coal.

I wonder why CP Rail has been so silent when literally billions of dollars worth of contracts are at stake. I can only come to one conclusion. CP Rail is prepared to let southeast coal suffer the lack of the kind of infrastructure that can take place in those communities and areas in order to get the Crowsnest agreement to change. It is wrong to allow that to happen.

CP Rail announced it was only prepared to go ahead if good economic conditions prevail. We hear of a \$40 million car repair shop for the Golden yard. Naturally we want to see that take place in our transportation industry. However, that \$40 million project is for a yard expansion project at Golden to handle anticipated growth in coal traffic in the West. If that is what it is for, then why is CP Rail not fighting to protect that coal transportation in the West, especially from southeastern British Columbia?

How are we going to maintain the kind of infrastructure to accommodate that when we see a billion dollars in federal and provincial money going into the northeast coal which serves the same markets as southeastern British Columbia? We are asking the grain growers of Manitoba, Saskatchewan and Alberta to bear the brunt of that.

The British Columbia Government has appointed the members of what it calls the northeast coal development organization structure. The head of the Cabinet committee is the Hon. Don Phillips. There is also a Deputy Minister and a Director, a former Cabinet Minister, Ron Basford. He is paid \$600 a day and is supplied with full-time office staff in Vancouver to promote northeast coal against the best interests of southeast coal. These are some of the concerns we have with regard to the transportation policy.

Mr. Pepin: This is all provincial.

Mr. Parker: If this Government is sincere with regard to the transportation policy and if it is going to give over \$2 billion in the next two years and thereafter \$651 million a year to the railway systems—

Mr. Pepin: More than that.

Mr. Parker: More?

Mr. Pepin: Sure.

Mr. Parker: There is no guarantee that the transportation system will reinvest the tremendous profit there will be if those projects are to be carried out. If the Rogers Pass tunnel is to proceed, and I hope it will, with a proper method of financing, there will be savings to the railways. We will no longer require ten diesel units valued at \$10 million sitting at Rogers Pass to push the grain, coal and other commodities up the hill. This