

Transportation

maritime freight rates, if there is to be little change in the rates for the western provinces, any increase the railways may be allowed could conceivably come from Ontario, Quebec and British Columbia. If this is so, Mr. Speaker, certainly it will add a tremendous burden to every segment of industry in those areas I have mentioned. We begin to wonder if this money will come from us. Where is the money to come from? Where are we to get the needed additional revenue?

Mr. Pickersgill: I wonder if the hon. gentleman would permit me to ask him a question.

Mr. Danforth: Certainly.

Mr. Pickersgill: I would be very interested to know whether, in expressing these fears, the hon. gentleman was speaking for his party?

Mr. Danforth: I think the minister knows, from long experience, that each member of the Conservative party is well able to speak for himself. I am speaking on behalf of the people I represent, who belong to an area, I think, that the minister has completely forgotten about. May I elaborate on that particular area, to give the house an idea of what I am talking about? We have been discriminated against. Certainly the Minister of Transport must know this. That is so partly because we are in the very centre of Canada, and partly because we are in that projection of Canada that juts down into the United States. As a matter of fact we are almost on the same parallel as New York city.

Because of this, the freight rates that we have to contend with are somewhat different from those prevailing in other parts of Canada. The area I refer to is comprised of five counties. In those counties, the value of agricultural and manufactured goods annually shipped is in excess of \$1,250 million. The materials purchased in the area and shipped in represent a value of approximately \$900 million. The annual payroll now exceeds \$300 million. The number of employees is in excess of 80,000. This is the area that I assure the minister I am very much concerned about.

Why am I concerned, Mr. Speaker? What are some of the inequalities I speak of? Because of our geographic situation we are subject to two different types of freight rates. Anything we ship to the east is on the pound

per mile shipping basis. May I give an example of what this means? When we ship 100 pounds of freight first class, let us say from Windsor to Halifax, the rate is around \$4.15. The rate from Montreal to Halifax—Montreal is approximately 600 miles closer to the port of destination than Windsor—is approximately \$2.59 less. We appreciate why this should be so. It is because Montreal, as I say, is 600 miles closer to the coast.

● (8:30 p.m.)

One would think that in shipping to the west we would have the advantage; but when shipping westward we are included in a zone which stipulates that goods shipped from Windsor to Winnipeg shall be subject to a rate of \$5.89 per 100 pounds, though from Montreal, which is 600 miles farther east, we find that the rate is exactly the same. Why would industry be encouraged to establish itself in southwestern Ontario when by moving to Montreal it could get half the rate when shipping to the east and the same rate when shipping to the west? This is one of the inequalities of which I spoke.

Again we find ourselves handicapped when it comes to farm products, because of the policy laid down by the government. In our area there has been a tremendous expansion in the production of feed grain. Here, too, we are encountering a penalty. We find that when shipping to the maritimes we are penalized to the extent of almost \$20 a ton compared with shipments from western Canada, and we see no reason why this should be so. When shipping to our traditional markets in the east we do not see why we should not be accorded a rate at least comparable to that given to the west.

These are some of the thoughts which occur to most people in southwestern Ontario. They know this is bound to be a complicated bill establishing a national policy. But they are uneasy. They feel that once more they will be asked to carry more than their fair share of the burdens of the transportation system.

Like many members who have spoken before me I had been hoping that the government would refer this bill immediately to the standing committee on transport. There is no question that such complicated legislation needs the best expert advice from whatever source. I had hoped the government would avail itself of the invitation to set up the committee immediately. I am asking the government now to entertain submissions which may be brought before such a body. Various