

aware of this office but it is an important step and every support should be given to it to do the job that is required. Here are some suggestions on what it could do.

An important area in which the consumption of energy could be considerably reduced is interurban transport. As an example, in terms of gross tonnage rail transportation achieves 550 ton miles per gallon as opposed to highway transportation which gives only 38 ton miles per gallon, so there is a tremendous energy saving in using rail transportation. In net tonnage, rail would give 200 ton miles per gallon and movement by truck would give 50 ton miles per gallon, so the implications for piggybacking in this industry are enormous. Building a railway would only take from one-third to one-sixteenth of the energy used to build a highway, and about one-quarter of the space. A railway would use only about one-sixth of the fuel per passenger mile that would be used for air transportation. This has serious implications in terms of Pickering airport. Do we need it in light of the supply of energy and the demand for energy today? Should we not ask if it is a feasible proposition? Is rapid ground transportation not a much more sensible solution to the problem, considering the energy situation? Rapid ground transportation would only use about one-sixth of the energy necessary to move passengers by air. A great deal of consideration should be given to this question.

We should also look at better forms of urban transportation in an effort to keep cars out of our cities. Again, great savings in energy could be achieved by different kinds of housing construction, improved insulation and so on. There might be changes in our life style because we have to restrict our consumption of energy; indeed, such changes are being anticipated.

When we talk about this whole matter of demand, we are talking about a growth rate that is today 5 per cent, 6 per cent or 7 per cent. But that growth rate perhaps should go back to one per cent or 2 per cent if we are to rationalize the demand and supply sides of this problem. Slowing growth involves many difficulties. We must examine the psychology of growth. We know what happens in a bureaucracy. A bureaucrat sees his power, position and income increase in proportion to the number of people working under him. That situation is common to all bureaucracies and is one of the reasons underlying growth. Growth has been the big bogey, so to speak. We have said that it is needed for the creation of new jobs. That being so, we must look at other ways to create jobs, if necessary without growth. Perhaps job sharing and income diversification programs could be considered. Certainly, lowering the rate of growth would have a strong anti-inflationary effect.

● (1630)

When I speak of lowering the growth rate in Canada, I do not mean that there should be no growth, or that we should not redistribute growth. Certain areas, such as the Golden Horseshoe area, where growth is creating all kinds of problems, should be free from growth for some time at least. The mayor of Toronto has been loud in complaining about the growth of the city. He suggests that growth should be diverted to other parts of the country.

**An hon. Member:** Send him to Cornwall.

*The Address—Mr. Holmes*

**Mr. McRae:** If I may move on, I suggest that our energy policy must involve adequate and secure supplies, and a delivery system capable of delivering those supplies. Those of us who come from northern Ontario, in particular, were happy to hear the government announce that an all-Canadian pipeline will be built by the end of the decade which incidentally would serve northern Ontario.

Our energy policy must also recognize that there are serious problems connected with Canadian ownership and control of our energy industry, particularly in the field of petroleum. We need more control over the industry. By setting up the national petroleum corporation, we shall be able to exercise greater control. Personally, I am in favour of purchasing one of the larger national companies. Certainly, we want to control the industry. In particular, we must gain control of the tar sands, which is where the development will take place in the next 20, 30, 40 or 50 years. It is also important for the national petroleum corporation to involve itself in supporting Canadian independents in exploration and also the Independents involved in the distribution of energy products such as gasoline.

**Mr. Speaker:** Order, please. I must interrupt the hon. member, to remind him that his time has expired. He can continue if he has the unanimous consent of the House.

**Some hon. Members:** Agreed.

**Mr. McRae:** Mr. Speaker, I will wrap up my remarks quickly. I suggest that a single, fair price across the country is also an important consideration. I could speak for another 40 minutes on this topic, and for that reason I will leave it. Nevertheless, the need is there.

May I also touch on transportation. The west faces transportation problems. As we get most of our petroleum and other forms of energy from the western provinces, and I am thinking especially of Alberta, we must make sure there is a quid pro quo, that is a better transportation policy for the west. I suggest that the National Transportation Act ought to be revised completely. We should revise the structure of freight rates. Unless the Act is revised, we will restrict growth to the centre core and keep it from spreading to those other parts of the country where growth is necessary. By using our transport system, we can diversify our manufacturing processes and the location of secondary industry across this country. That, I think, is extremely important.

In conclusion, Mr. Speaker, although I would love to spend more time on transportation and on agriculture, I suggest as strongly as I can that there is a vital need for a strong federal presence in this country. The federal government must consult with the provinces, but in the long run the federal government must take a strong stand on behalf of all Canadians.

**Mr. J. R. Holmes (Lambton-Kent):** Mr. Speaker, the throne speech has been described as a typical, vague document containing goodies appealing to all regions of Canada and all Canadian citizens. When one reviews the track record of the government in the last session of parliament, that approach is understandable. But, sir, I must emphasize that the Speech from the Throne avoids