

ity of the provincial governments. I think transportation is the responsibility of the federal government. When people have to pay almost \$2 a dozen for eggs in Arctic Red River near the mouth of the Mackenzie delta in the far north, I think the time has come to develop the north; and transportation is one of the keys.

For too long the rate-setting policies of the railroads have been based on fictitious water competition. Rarely are we given details of the name of the water carrier, the rates charged, the tariff applied, the type of service and the frequency or capacity of the service.

● (2010)

I understand from the Western Economic Opportunities conference that the Government of Canada has agreed to make some of these figures, statistics, and so on, known to the provincial government. This is appreciated by the people of the west. We need a framework to compensate for the overwhelming advantages through the size, volume and competition in the transportation field which industry now enjoys in the most favoured regions of central Canada. Such an approach must take into account the total production and distribution problems of a single industrial plant, a group of plants or an entire industry within a province such as Saskatchewan, or even within a region.

The largest discrepancies exist between regions such as the western provinces and the central provinces, or between the maritime provinces and the central provinces. I am also opposed to rail line abandonment such as the proposed abandonment of the line from Shellbrook to Spiritwood and Turtleford. This would mean that some farmers would have a grain haul of 50, 60 or 70 miles. We do not dispute the fact that some rail lines should be abandoned, but it must be on a rationalized basis.

Provincial policy in Saskatchewan is to encourage decentralization as much as possible and to locate industries in the smaller towns and villages. We want to preserve the rural way of life. In the face of this, branch line abandonment and centralization of rail services is negative. Centralization in the form of servocentres will not necessarily give the best service. The CNR today is talking about servocentres. As I mentioned earlier, this does not mean there is no room for rail rationalization in western Canada, but it means we must be aware of all the social costs and psychological implications. It means that national transportation policies must be grounded in regional needs and regional economics.

Now may I say a word or two about the airlines. I have heard many people complain about the service of Air Canada. They have said that the service is terrible, the food is terrible, and so on. So far as I am concerned, the food is okay and the service is not too bad. Every once in a while one misses a flight out of Ottawa because of freezing rain or because the runway is icy, but that merely proves that man has not conquered nature completely. Despite man's great advances in technology, we still are not at a point where we can have de-icing machines and technology that make it possible for a flight to leave at the exact time every day, 365 days of the year.

I have flown on a number of airlines. The food service of Air Canada is not bad. The hostesses are always polite.

Canadian National Railways and Air Canada

However, I do have a few criticisms in the nature of suggested improvements. For example, I am rather opposed to these expensive air terminal buildings which are sometimes foisted upon communities as symbols of community pride or monuments to politicians. We have huge terminal buildings in Montreal and Toronto and a fair sized one in Winnipeg. The one in Saskatoon is too small.

When I fly into the northern part of my province, I am lucky to find a little shack to go into to keep warm. In some cases there is nothing; one must step out into the blustering wind and snow. I would sooner have decent runways and navigational aids in some of the outlying regions of Saskatchewan and northern Canada. In my constituency there is a need for good runways and navigational aids in places such as Meadow Lake, Buffalo Narrows, Beauval, Cluff Lake and many other northern communities.

Again, I should like to commend the federal government for taking the initiative in allotting \$100,000 to the community of Meadow Lake to pave 2,800 feet of runway there. It will be the first paved runway in my constituency. I hope this is followed up with many more. It should also be an instrument of national policy to build roads to the north. I think we should be looking at things far beyond rail line or airline transportation. At least we should be willing to share the expense of road building with the provinces in the more inaccessible regions. For example, in my area a road is required to Cluff Lake and the south shore of Lake Athabasca. This would be a boon to the development of some of the rich uranium finds in the area. In Saskatchewan also we need a north-south jet service extending into the United States. The government of Saskatchewan asked for such a jet service and were refused. Air Canada should be looking seriously into the matter of serving some of our centres such as Uranium City, North Battleford, Prince Albert, Yorkton, Weyburn, Swift Current, and so on.

Coming back to the question of the railroads, if the railways insist on abandoning trackage then they should also forfeit an equal percentage of land and return it to the provinces concerned. They should return both the physical property and the mineral rights. For example, if they want to abandon 20 per cent of the trackage in Saskatchewan they should give us back 20 per cent of the 15 million acres of land, together with the mineral rights, to compensate our loss.

Only if the activities of the CNR and CPR are completely co-ordinated can a limited plan or rail line abandonment be struck. We must have complete co-ordination. The railways ought to sit down with the provincial governments involved, the elevator companies and, most importantly, the farmers' representatives and representatives of communities, the smaller communities in particular, to design a plan which would utilize the best tracks with the least detrimental effect to the communities concerned.

Why do railroads need money? Here we are about to vote \$225 million. Why do they need this money if very little of it is spent on keeping up the trackage? In my constituency the elevators are plugged. There are no box-cars. The tracks are poor. One might ask why this situation is allowed to exist.