

Supply

restore the Toronto to Peterborough service. Let him do that if he really wants to put people first. Then we will believe him.

However, he has demonstrated previously that he cannot be believed and that he does not really mean what he says. Let us look at another example, again bearing in mind his commitment that he will put people before trains. In Hull last December, he made a speech to the Council of Transport Ministers in which he made a firm commitment to propose tighter and more firm regulations with respect to the movement of dangerous goods in highly populated areas. He resolved to limit speeds in those densely populated areas. He resolved to treat the empty tank cars which are used for hauling dangerous goods as if they were full. He proposed special identification for cars carrying dangerous goods. But what happened? When he made this announcement, the railways announced that his plan was foolish and would not work. His tough stance wilted. He cut and run. So much for the tough stance and so much for putting people before the trains.

I can go on to give other examples. Let us look at the investment arising out of the passage of the Western Grain Transportation Act. The Minister said that his Government will hold the railways accountable. The amount of \$16.5 billion was to be invested in the rail transportation system in western Canada over the next ten years, creating 375,000 jobs. Of course, he has engaged in what has now become a \$4.5 million advertising and promotional campaign, \$3.2 million for last year and \$1.2 million for this year.

Mr. Axworthy: Is that all?

Mr. Mazankowski: That's all. What's a million? They cannot find money to create jobs for the unemployed.

It was confirmed in committee yesterday that the railways will reduce their investment by \$4 billion, to make it \$12.5 billion. The Minister's surface administrator alluded to that yesterday.

The Minister plays footloose and fancy free with figures. The other day he remarked in the House that \$1.1 billion of new investment will take place in western Canada this year. Upon verifying that figure, we discovered that it is \$646 million. That is the way he misleads us. I do not know whether he does it deliberately, I just do not think he knows any better.

Even a *Toronto Star* editorial states that the Minister is spending a boxcar's worth of taxpayer's money on a pointless newspaper ad campaign. It goes on to say:

In other words, these particular ads are nothing but fluff. They look very much like a use of public tax dollars for partisan electioneering.

That is what it is all about. Let us look at some other examples. What about the \$204 million agricultural adjustment fund? He said that it is still in the Budget. Let me quote what he said at the Transport Committee hearing when he first assumed the Ministry. He said:

● (1230)

I can assure you that for my part no Canadian will be a victim of the progress this Bill brings, not the Western grain farmer, nor the livestock producer in either the West or the East in Canada.

Gary Jones, President of the Canadian Cattlemen's Association, said that on the passage of this Bill with a payment of the benefit to the railroads it will cost livestock production by 50 per cent on the ferries.

Well, the \$204 million agricultural adjustment fund is still in the Minister's envelope, but it is frozen until 1986. Even with respect to the method of payment inquiry, he did not obey the law, Mr. Speaker. The law clearly says that the committee shall be in place on April 1, 1984. It is not in place. It will not be in place for a couple of weeks. That is absolute contempt for the law.

With reference to the minimum compensatory rate issue, back in February the Minister said we would have a decision in two weeks. That matter is still under consideration. What about the branch line rehabilitation program? He said to my friend, the Hon. Member for Regina West (Mr. Benjamin): "I want to inform Mr. Benjamin that I am presently negotiating with the railroads and others to develop a revised branchline program, one that will allow us to virtually complete the network. I would hope to be able to bring this forward in three to four weeks." It is still not there. As a matter of fact the Estimates show that the branchline rehabilitation program in Western Canada is being slashed by some \$26.6 million.

Finally, on this issue, what about the Western Development Fund?

Mr. McDermid: Where is it?

Mr. Mazankowski: Remember October 28, 1980 Mr. Speaker? Just to refresh the memories of Hon. Members, I will quote from the Budget at page 11: It reads:

We have, therefore, allocated \$4 billion to a Western Development Fund, of which we expect to spend \$2 billion over the next three years.

Do you know how much has been spent, Mr. Speaker? The fund has vanished and evaporated. The Government took \$82 million out of it to pay for the embargo; \$60 million to pay for the Vancouver LRT; and \$6 million to grant more tax concessions to the railroads. There was to have been \$345 million for economic development. That money has vanished as well. So much for the Western Development Fund. That was a trade-off. That was a *quid pro quo* for the generosity of Western Canadian provinces that diverted huge sums of money earned from their resources which were to be transferred back for economic development opportunities. What a sham!

Let me now turn to deregulation of air services, Mr. Speaker. I realize that I am fast approaching my time limit, but I want to speak about deregulation. There is nothing that has been more confused, more convoluted and more amateurish than this Minister's approach to deregulating the airline industry. The Minister goes to the United States. He meets with a couple of people. He takes a public opinion poll. Then he says, "Ah, deregulation of the airline industry. That's what we have to do". The Minister of Transport (Mr. Axworthy) basically believes he can deregulate Canada's airline industry by importing the total system from the United States. For him it is a new phenomenon. But in the course of his approach, he has raised expectations on which he cannot deliver. For exam-