

city of Winnipeg is at issue, but there is also the question of the social and economic conditions of that city.

● (1150)

I would like to know, by way of a supplementary question, whether the minister would be willing to make a commitment to railway relocation in Winnipeg, which would remove the safety question, by way of dollars so that the DREE funds for revitalization in that city are not wasted.

Mr. Pepin: Madam Speaker, this decision has been made as far as the Department of Transport is concerned. We are providing for grade adjustments in Winnipeg by way of the Urban Transportation Assistance Program. The value of our contribution is in excess of \$7 million.

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[Translation]

AGRICULTURE

HOG PRODUCERS—REQUEST FOR SUBSIDIES ON PIGLETS

Hon. Roch La Salle (Joliette): Madam Speaker, I have a question for the Minister of Agriculture. Some time ago the minister announced certain subsidies to provide financial assistance to hog producers who are currently experiencing difficulties.

Now, according to certain representations which were made to me, I am informed that one category, also nicknamed the "nurseries"—that is, piglet producers—seems to have been forgotten by the minister in his generous initiative. Could the minister tell the House whether he is examining the situation of these piglet producers and whether he intends eventually and as soon as possible to announce adequate subsidies for that category of producers as well?

[English]

Hon. E. F. Whelan (Minister of Agriculture): Madam Speaker, I say to the hon. member through you that many people have made representations along the same lines the hon. member is making at the present time. These have come from both sides of the House and from all parts of Canada where piglet producers are operating. We had meetings as recently as two weeks ago with some of them because they have no over-all, national organization. We are putting a submission together which I hope will be considered in the next few days.

[Translation]

Mr. La Salle: Madam Speaker, I have a supplementary question. In order for me to know just what to say to those who ask, would the minister tell us whether these producers will be helped eventually or whether we will have to tell them that the government is not prepared to do that?

Oral Questions

[English]

Mr. Whelan: Madam Speaker, under the Stabilization Act the finished pork product is named, so by law you have to make a stabilization payment. When the price is below the cost of production you use the five-year averaging plan. In the current year the input is costed, and you come up with a figure. We shall be spending on that program between \$45 million and \$50 million; that is for the finished product.

There is no such thing as a named product for the piglets, the weaner pigs that are produced by the people who are finishing the product. Therefore, those people are suffering terrible economic hardships: we know that, Madam Speaker. I have to put forward a new submission to cabinet for consideration. We are in the throes of doing that at the present time.

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AIR TRANSPORT

DECISION ON TORONTO-HALIFAX ROUTE

Mr. David Smith (Don Valley East): Madam Speaker, I have a question for the Minister of Transport. Can the Minister of Transport advise the House whether a decision has been made regarding the appeal to cabinet on the route between Toronto and Halifax?

Hon. Jean-Luc Pepin (Minister of Transport): Madam Speaker, I know a number of members of the House want the answer to this question now. I can see some on the other side too. Yes, indeed a decision has been made. The gist of it is that Eastern Provincial Airways will fly direct, non-stop from Toronto to Halifax and return.

Some hon. Members: Hear, hear!

Mr. Pepin: EPA will abandon its direct Halifax to Montreal route, obviously maintaining other routes where there are intermediate points, such as Charlottetown, Fredericton and Saint John.

Canadian Pacific Airlines could fly non-stop from Montreal to Halifax and from other points, for example, Ottawa and Winnipeg. After long reflection and discussion on this matter, we think this is a compromise which is very much in the interest of all of Canada, particularly of the Atlantic region. In this way, the regional air carrier, namely, EPA, has a chance to demonstrate its capacity to serve adequately the Toronto-Halifax route and to strengthen itself also economically as a regional carrier. At the same time, the Atlantic provinces could receive travellers, particularly tourists from western Canada flying via CP Air.