

Canada. It is an extremely important centre, especially in terms of grain movement.

To give an example, we have calculated that in four days through Thunder Bay we can move the same amount of grain as can be moved in the whole season out of Churchill. This is not to put Churchill down but it does focus a little bit on how this grain is actually moved and on the port that does most of it. Also we have been told by senior officials of the CPR that if it was not for the Crownest rates—in other words, if grain movement was handled on a cost basis—it would be considerably cheaper to move grain from each of the prairie provinces, through Thunder Bay, by ships around to the Panama canal and to Asia, than it would be to move it across the Rockies. I think this is significant information which the minister must use when he is calculating how one moves grain efficiently.

Some time ago I was involved, as many other members have been, in a railway relocation project. We were involved back in 1972, 1973 and 1974 when we were trying to get this act together so that we could have relocation in lieu of overpasses. I have stuck with this for a considerable number of years. A small study was done, financed by the last Liberal government. This rail relocation study was rather interesting so far as the city of Thunder Bay was concerned. The interesting thing was that we came to the conclusion the problem could be much better solved by looking at grain movement in the community. When we did that, we found it was not as efficient as it should be, particularly the rail side of it.

As I say, the study was based on a proposal for rail relocation, and in the study we found that really what we had to do was amalgamate the two railways, set up new yards, get rid of a diamond which was creating some serious problems, and this would achieve a great deal more efficient grain movement to Thunder Bay. I present this study to the minister not as a scheme for rail relocation, even though that is how it started, but rather as a move whereby we can improve the movement of grain in this country.

I am not asking the minister today to say what they have decided, where it stands and so on. I think that is something which must be looked at over a long period of time. But I am asking him to take a look at that \$30 million to \$35 million, to put that with the \$700 million or \$800 million for hopper cars over the next ten years, to put it with the money for double tracking, for additional sidings and all kinds of things that will be required, and say, "Look, this one fits and it is one of those things which will give us good value for our dollar". Only in that respect should it be considered.

In conclusion, I should like to make one other comment. One of the difficulties we face in this country is the kind of division we have between the east and central Canada. I should like to make a very strong plea in this House of Commons to the people of Canada to recognize the port of Thunder Bay as being basically a western port. It is the port with the access to the west. I think a good deal can be done to achieve that result. I am not in any way downgrading ports like Prince Rupert, Vancouver or Churchill, but I would hope

### *Supply*

that we can establish the fact that indeed Thunder Bay is a western port.

I have asked my community to take a look at themselves to see in what way we can begin to look at the west. I would ask the minister if he would please consider the following small proposition which I think is worth while looking at. We have a Harbour Commission which is not part of the harbours board, it is a separate entity. I would very much like to see the commission enlarged so that the western provinces felt they had a position on that Harbour Commission board.

There are several possibilities in that respect. I might suggest that each of the western prairie provinces appoint or have in some way appointed a member to the board so that we can become in truth a western port. Having lived very close to the west, I can understand the feelings that westerners have when they feel isolated and that central Canada is too powerful. I am saying to them that we in Thunder Bay have that same feeling very much in the province of Ontario with respect to Toronto. We feel very much that this big city in this "Golden Horseshoe" overpowers us. In very many ways, we must look to the west and look upon ourselves as a western port. I hope that westerners will do the same.

● (1730)

I close by asking the minister if he would seriously consider the responsibility of enlarging our Harbour Commission and working in very many ways so that the people of the west will see Thunder Bay as their harbour and so that we in Thunder Bay will look to the west as a source of our wealth. This will bring us much closer together.

**Mr. Chénier:** Mr. Chairman, Timmins-Chapleau over the past few years has become one of the important airports of northern Ontario with regard to passenger traffic. The area is served by Air Canada, NorOnt Air and Austin Airways. Austin Airways is the largest third level carrier in Canada, and its planes fly to the Arctic. It averages between 12 and 40 movements per day.

At the present time we rely on the Vassis system for landing aid. Over the past two years the government has invested money in the preliminary work for an instrument landing system at the Timmins airport. In the fiscal year 1979-80 land was purchased for the beacons at the three-mile site and the seven-mile site. It would appear that the ILS would be completed by 1981-82.

Also, because of the large amount of air traffic at that airport, it has been suggested to the minister that new taxi ways be built on the longer of the two runways. Because of the large number of passengers coming and going at that airport, the parking facilities at this time are very inadequate. Most of the passengers at the Timmins airport are coming or going north, and having flown those long distances there seems to be a shortage of space in the waiting room and restaurant. These were part of the projections made by the Ministry of Transport. Would the minister comment on the projections for the Timmins airport in the next two or three years?