

trackage on the subdivision. A man was sent out there, or I suppose he was because he wrote a report. He said there was a limit on the speed at which they should drive locomotives on these tracks, 15 miles an hour. However, he did not go near the workers who made the complaint. I wrote the chairman of the committee and suggested that he again meet these people. I understand he was sent back and did meet the workers, but I have not seen the second report.

Mr. Benjamin: You never will.

Mr. Gleave: This is the stage we have arrived at with the railroads, and I can quote letters, dates, and so on, to illustrate this. In one case when they drove a snow-plow down the track and the snow pushed the locomotive off, the track was not solid enough to hold the thrust of the locomotive in this subdivision. How can you guarantee to bring grain off a branch line and put it on a main line to go to Vancouver when you do not know if the branch line will let you put a train over to go and get it? This is the sort of problem we are facing.

While we are looking at this mess in transportation we have money enough to build a multimillion dollar airport in Quebec and money enough to build another one outside Toronto. We have money enough to spend on research on short take-off and landing aircraft.

Mr. Benjamin: They don't haul wheat.

Mr. Gleave: I do not know exactly what they are going to do for us, but I hope they have a better pipedream than the hydrofoil and some other things that have been done. The government can think of all these things but they cannot think of the practical things that will enable the farmers in the western half of this nation to move their products to the markets of the world in order to sell them.

This is the nature of the crisis facing us, Mr. Speaker, and I do not know if it is even any use to talk of bringing it to the attention of those responsible. Something new is required. The Canadian Transport Commission should take some action instead of sitting on its butt making rules. It would be a new departure for them to go out and do something. Action is foreign to them and I do not know whether they could bring themselves to it. However, we can always hope for the best.

Sometimes I think that the grain farmer is the only risk-taker left in the whole system. There are other parts of the system such as the railroads, the grain companies and the stevedoring companies who are the scalpers, the play it safe boys. I wonder when some of them are going to take a risk for their money. The day they do, Mr. Speaker, they will make some money.

May I call it ten o'clock, Mr. Speaker?

PROCEEDINGS ON ADJOURNMENT MOTION

A motion to adjourn the House under Standing Order 40 deemed to have been moved.

Proceedings on Adjournment Motion

POLLUTION—RECONSIDERATION OF LEVIES ON OIL TANKER SHIPMENTS TO PROVIDE CONTINGENCY FUND IN CASE OF SPILLS

Mr. Thomas M. Bell (Saint John-Lancaster): Mr. Speaker, it is not very often that I take part in the "late show" so I should like to pay tribute to those members who do not go to bed but stay up and bring these important matters before the House. I have probably listened to more late shows than I will ever participate in, but I do pay tribute to those members who do such a good job. I also pay tribute to certain, and few, members of the government who help. The hon. member for Duvernay (Mr. Kierans), the former postmaster general, who was here a moment ago, was very diligent, and I know the Minister of Transport (Mr. Jamieson), who is here tonight, tries to fit it into his busy schedule.

The matter I wish to mention is in connection with oil levies for pollution in the Maritimes, and is prompted by a question asked on March 3. In answer to that question the minister said there was a willingness on the part of the government to meet various persons and government officials on this controversial matter. I refer also to another question asked on February 18 at the beginning of the session. At that time the minister intimated that the fund for pollution, correctly called the maritimes pollution claims fund, would probably reach a level of \$25 million or \$30 million.

• (2200)

Hon. members will recall that in the previous session we brought in Bill C-2 which, among other things, provided for levies on oil shipped in and out of Canada on ships of over 1,000 tons. The limit on levies was to be 15 cents a ton. The regulations were brought in on February 15 and went right to the limit: fifteen cents a ton was imposed. During the debate on that legislation we agreed that we would react to the sort of problems we had encountered with the *Arrow* and other ships and that something should be done about pollution.

I am not quarrelling with the contention that there is tremendous interest in pollution and that we need to do something about it. I do not deny that. I am merely saying that since then we have been looking at the whole problem from a new perspective. We now have Gulf Oil located in Nova Scotia and everyone knows that tremendous developments are taking place. Funds of which the Minister of Transport (Mr. Jamieson) spoke so proudly have been provided by the federal government. Only this afternoon he took credit for the DREE work and this type of activity.

The president of Gulf Oil (Canada) Limited, Jerry McAfee, said last week, if I may paraphrase, that a 15 cents per ton levy is twice as high as is required. He failed to see why the government was insisting on such a high ceiling. What interests me particularly, of course, is that in New Brunswick there is a Continental Oil development outside Saint John involving \$60 million that has been promised. The people there are very alarmed about the size of the levy, the amount of the fund and the number of years for which they will be required to pay.

I know the matter is under negotiation. Premier Hatfield, for example, has engaged in correspondence and