

In 1925, Parliament put the Crow rate into statute when the railways offered to keep grain on the Crow rate if they could be relieved from the agreement for low rates on other commodities. At the time CPR made it clear, and again I quote, "we are not asking for any change in the conditions established in 1897 in regard to grain and grain products".

A member of the MacPherson Royal Commission on Transportation, A. R. Gobeil, at the time said:

—the grain rates were not imposed by Parliament. They were not only freely accepted by the railway but were offered by them as an inducement to persuade Parliament to lift that part of the agreement which pertained to westbound rates on other commodities.

At no time in 1925 was there ever a suggestion by either party that the agreement of 1897 was being terminated. The Crowsnest Pass Agreement is a binding contract, and if CP wishes to be relieved of its obligations under the Agreement it must also relinquish the benefits.

The benefits have been rather substantial over the years. Government statistics clearly show over the years the subsidies paid to CPR with taxpayers' dollars. The amounts of money have been rather substantial. I am sure that the House would be interested in hearing what the subsidy levels have been.

For example, in the fiscal year beginning in 1958 the amount was \$4.6 million. In 1982 dollars that would equal some \$15.9 million. In 1959 the subsidy from Canadian taxpayers was \$5 million, and in 1960 it was \$12.9 million. In 1961, it was \$32.3 million; in 1962, \$32.5 million; in 1963, \$31.6 million; in 1964, \$31.9 million; in 1965, \$37.8 million; in 1967, \$52.2 million; and in 1968, \$38.7 million. These were subsidies paid to CPR by taxpayers of Canada.

Mr. Nystrom: Corporate welfare bums.

Mr. Young: David Lewis, former Leader of the New Democratic Party, was absolutely correct in making charges against some of those corporate welfare bums.

To continue with the figures in 1969, CPR received \$33.5 million; in 1970, \$27.8 million; in 1971, \$32 million; in 1972, \$35.5 million; in 1973, \$54.9 million; in 1974, \$61.1 million; in 1975, \$93 million; in 1976, \$84.6 million; in 1977, \$112.8 million; in 1978, \$129.1 million; in 1979, \$186 million; in 1980, \$221.6 million; in 1981, \$232.7 million, for a total, in the years between 1958 and 1981 of some \$2,919.8 million from the pockets of taxpayers.

Mr. Forrestall: Who wrote that?

Mr. Young: This is detailed research on which I have worked over the past several months, since my colleagues in the New Democratic Party first brought to my attention what the Government and the Conservative Party were trying to do to western Canadian farmers, and indeed farmers elsewhere in the country. It was because of their eloquence that I decided to dig in and do thorough research. I am glad I did. It has an edifying process. I see my time is up, Mr. Speaker. I thank you for your attention.

Western Grain Transportation Act

● (2140)

Mr. Bob Ogle (Saskatoon East): Mr. Speaker, interestingly enough, earlier today I thought we had come to the end of the discussion on this Bill and that that would be the last time I would have to speak. I am glad that the motion put forward by my colleague in the Conservative Party to continue without interruption has made it possible to say a few more words on this most important piece of legislation to those people in western Canada whom I represent.

Historically, as has been mentioned by some, this Bill has been part and parcel of the lives of Canadians since the time of Confederation. That is why I believe it is important that we consider seriously in great detail each of the motions before the House at this time.

It has always been a thrill to realize the vision of the forefathers of our country when they were able to stop at nothing to see that Canada would be a united country. One of the great historical works that took place within this land was the building of the Canadian Pacific Railway. It was, as we know, a joint effort between private enterprise and government.

As such, with the vision of the founders of this nation, it tied together this country from one sea to the other. I do not believe that people today have that kind of vision. The people at that time with the materials and machinery available built something that historically would still have to be one of the great human endeavours of Canada.

As that was being done, and as funds were being found in this country, and in foreign investments from Britain and other places, there had to be built into the structures of the railroad's operation system a means of financing that would continue to keep that railroad alive, make it operative and working in such a way that the purpose for which it was built would continue to be met. It was built to give a viable life line to all parts of Canada so that Canadians could live as a family, grouped together, able to communicate and travel back and forth.

One of the ways in which this lifeblood was pumped into the CPR was through public moneys which, as my colleague just said, came in the form of public subsidies paid to it by the people of Canada through the Government. In Motion No. 50 which we are now discussing, proposed by the Hon. Member for Regina West (Mr. Benjamin), we would change the legislation in Clause 29 paragraph 3, which reads as follows:

A railway company shall use Canadian goods and services in carrying out investments in railway equipment and plant for the movement of grain and more particularly shall use goods and services from the region where the investment is being made to the full extent to which they are procurable, consistent with proper economy and the expeditious carrying out of the investment.

My Party believes that that is not clear enough. It does not specify clearly, surely and without doubt that the moneys that will be received in public subsidies will be put into the construction and the maintenance of the railroads so that the purpose for the railroad, the carrying of goods and in this case the carrying of grain so international markets, will continue