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efficiency not only of the airplanes but indeed of the airport system.

As I said, prior to our relaxing those regulations, only 15 per cent of Canadian air travellers travelled at discount rates. This really went into effect in February, 1980, and as a result, today 50 per cent of the Canadian air travellers travel at domestic rates. So we really laid the groundwork.

• (1410)

I should say as well that in terms of expanding competition from a regional perspective, we laid the groundwork—

The Acting Speaker (Mr. Herbert): Order.

Mr. Mazankowski:—for Pacific Western Airlines to service Brandon and to service Toronto. Those are a few examples—

The Acting Speaker (Mr. Herbert): Hold it, please. I am prepared to allow the Hon. Member to continue provided no other Hon. Members want to use part of this time. However, I must try as best I can to give everyone an opportunity to participate.

Mr. Cosgrove: Mr. Speaker, York-Scarborough is the largest riding in Canada. I represent over 200,000 residents with approximately 130,000 voters.

Mr. Mazankowski: Is this your maiden speech?

Mr. Cosgrove: It is not my maiden speech. I was merely setting the groundwork, Mr. Speaker, to explain that geographically, in the centre of the riding, is Canada's largest railway yard operation by CP Rail.

I wanted to comment that the presentation made by the Minister this morning is indicative of the vigour and sensitivity which was reflected in his response to a problem which I, as a Member of Parliament, encountered in the operation of that yard. I wanted to indicate, Mr. Speaker, once again that the Minister's leadership in a number of areas, for example, last touched upon by the previous speaker, was reflected in the success I had in resolving the problem with the noise created by what is referred to as the "hump" operation, the making up and breaking up of large train sections coming into that area which, as I say, is in a built up section of Metropolitan Toronto.

It was with the assistance of the Minister and the officials of the City of Metropolitan Toronto, and even of the provincial Minister of the Environment, that we were able to work out co-operatively a plan to solve an irritant which caused great trouble in the community. I, for one, am appreciative of the vigour which the Minister brought not only to that problem but to the issues he talked about in his presentation.

The Acting Speaker (Mr. Herbert): Are there any other comments?

Mr. Hargrave: Mr. Speaker, I presume I will have an opportunity now to make a brief comment at least, if not ask a question, on the Minister's remarks just before we broke for

lunch. My comment is with respect to a very specific item which occurred during the committee stage of Bill C-155, dealing with alfalfa and alfalfa products, whether or not they should be allowed to be covered by, shall we say, the new process under the terms of Bill C-155.

The Minister will remember this instance very well. I wanted to address the question to him personally. I have addressed the question to him in the House. I have written to him about it, and so on. We produce a lot of alfalfa products in my constituency and they consist of cubes, meal and pellets. These three items are now in reasonably strong demand in the export market, especially to Japan. Under the terms of the new Crow legislation they should be able to be shipped by rail to the seaboard and then, of course, by boat all the way to Japan, and this should help the total operation. Unfortunately, the railways appear to be able to make their own interpretation of the new ruling and have been finding ways to charge if not higher freight rates, at least higher surcharges or some extra kinds of charges, which has made it exceedingly difficult for one of my businesses, namely, Tirol Dehydrators, operating in the towns of Tilley and Rolling Hills, Alberta. This company has been in operation for eight years.

The interpretation by both railways of how this new freight structure is to work seems to be entirely their own, even though they have been instructed by the Minister of Transport (Mr. Axworthy), through the Canadian Transport Commission, to operate according to the new process.

I want to draw this situation to the attention of the House. It is a hardship. It seems there is no way that these products can be shipped to Japan by using hopper cars to ship them to the port of departure on the West Coast, Vancouver or Seattle, because it is just too costly. However, shipping by containers which are sealed and moved by special transport to a railway point of departure, either at Calgary, Lethbridge or Medicine Hat, then being hauled to Vancouver or Seattle by rail, then transshipped to the decks of ocean freighters, is a viable operation. If they must ship by hopper cars, which it seems the railways feel they must do, then it is almost impossible. I hope the Minister will give some attention to this matter.

The Acting Speaker (Mr. Herbert): That is the end of the ten-minute period for comments. Debate.

Mr. Sid Parker (Kootenay East-Revelstoke): Mr. Speaker, I am pleased to rise to speak on the Opposition motion presented by the Hon. Member for Vegreville (Mr. Mazankowski). The motion reads in part:

That whereas a sound national transportation system is essential for economic growth in Canada, this House condemns the Minister of Transport for issuing contradictory statements which have created uncertainty and confusion in the transportation industry.

This is exactly what the New Democratic Party said during the debate on Bill C-155. Everyone in this House knew that we needed changes to our transportation system. We on this side knew that it must be upgraded, but we wanted a transportation Bill which would deal with transportation issues separately, to be voted on separately, with some guarantees by the railways