

Western Grain Transportation Act

Let us take a look at some of these regions where the Minister of Transport is administering his double whammy and see what type of disproportionate impact this is having. In an area like Ethelbert, Manitoba in 1978, the average income was \$4,603. In an area such as Grandview, Manitoba the income was \$5,800. In the area of Winnipegosis, Manitoba the average income was \$5,706, half of what it is in the rest of Manitoba and even less than what it is for all of Canada.

I wish the Hon. Minister would take these matters into consideration and try to examine them in the over-all context, because up to this point he obviously has not realized the disproportionate impact which his proposal would bring on people in the West. My constituency is not totally unique. There are many farming and rural constituencies such as mine which have identical problems. I think it is important that this matter be taken into consideration.

Much has been said about the benefit that this Pepin proposal will bring to the West. It seems as if there is a real carrot there which the Government is offering, that there will be some very precise benefits. However, I would like to ask what would happen with the Pepin proposal by, say, 1990 at 5.1 times Crow, if that was the amount which was being levied on the farmers? I will just take representative examples for the Hon. Minister to look at in terms of how much of a loss this would be to communities in my area. Inglis, Manitoba, for example, is paying 18 cents a hundred-weight for their Crow rate. Let us say the handle at Inglis is some 20.6 thousand metric tonnes. What would be the loss to a place like Inglis? The loss would be some \$335,000.

Mr. Pepin: What about the gains?

Mr. Lewycky: There will be no gains at Inglis. This is the loss which we will have in that particular community, which is in the southwest section of my constituency. Let us take a look at the southeast section of my constituency, at a place called Amaranth. The current Crow rate there is 16 cents a hundred-weight. The reason I mention these different areas is because, obviously, Government backbenchers do not even realize there are differences in terms of the Crow rate for those various areas. However, in Amaranth the handle there is some 11.3 thousand metric tonnes, and the loss to a small community like this is going to be some \$163,600.

So that urban Members might be able to understand this, I will draw an analogy. Let us say an urban area is one square mile. Try to transport this into a block or two of your constituency and realize what the economic implications are there. I am not even covering all the communities, all the elevators in my riding; I am just trying to give some representative examples from a huge riding, some 500 kilometres from the north to the south and 350 kilometres across, just to give an appreciation of what that size means. If we move to the northern part of my constituency, to a place such as Swan River, right now they are paying some 19 cents a hundred-weight for their base. They have a production of 69,000 metric tonnes. The loss to this community at 5.1 times Crow would amount to \$1,187,000.

That is a substantial loss, Mr. Speaker, when you consider that this is a community of some 4,500 people. I would ask the

Hon. Minister to select 4,500 people from his area and try to suck \$1 million out of that small group of people. It is the farming community which is assisting our balance of payments in Canada and which is putting bread on the table of urban Canadians and I feel that this is a very important consideration.

At the same time, what do we have? In constituencies such as mine there has recently been a large number of railway abandonment hearings. I have already raised in this House the fact that in Manitoba we have had some 18 hearings and not one of the decisions has been in favour of the citizens. They have all been in favour of the railways. Farmers find it difficult to understand these formulas which are being used by the railways which continue depreciation on into eternity, railways which can have a revenue from one part of the line but will not attribute that revenue to the entire line. But at the same time, when there are costs to the railway they can attribute a certain segment to the railway as having no return.

● (1300)

I see that it is one o'clock, Mr. Speaker, so I will sit down at this time and resume later.

The Acting Speaker (Mr. Blaker): I thank the Hon. Member. May I point out to him that at three o'clock, or as soon as Orders of the Day are called, the Hon. Member will have one minute remaining in his time for debate and will then have accessible to him the ten-minute question and answer period which we agreed on earlier today.

In the interim, the Chair indicated to the House, particularly to Her Majesty's Loyal Opposition, that a verification would be made to determine whether or not complete fairness has been ascribed by the Chair in recognizing certain speakers. There has been a fractional unfairness to the Official Opposition. That, I think, could be easily corrected.

The Hon. Member for Simcoe North (Mr. Lewis), I understand, wishes to rise on a point of order and seek the consent of the House for a slight modification of time allocation with respect to one of the Hon. Members of his Party. I want to indicate that that discussion has taken place with the Chair, and providing it is acceptable to all Hon. Members of the House, by unanimous consent we would proceed that way this afternoon.

Mr. Lewis: Mr. Speaker, I appreciate your remarks. We did feel that there may have been a slight imbalance in recognition of Hon. Members during the 20-minute time for debate. I appreciate that, considering the point of order and other interjections in the normal flow of debate, it may be difficult always to keep that ratio in order.

With that in mind, I would suggest to the Chair that you might want to suggest to the House that the next Hon. Member to speak from our side be recognized for a 20-minute period and that that should be the last Hon. Member recognized for the purpose of 20-minute speeches. I would request that perhaps Your Honour might make this suggestion to the