

*Western Grain Transportation Act*

I listened with interest to my friends to the right. The Hon. Member for Pembina (Mr. Elzinga), the President of the Conservative Party, told Canadians where they stand. Many observers are now saying that there is some kind of a struggle here for the hearts and minds of western Canadians between the NDP and the Tories on the Crow issue.

**Mr. Lewis:** You can't. It's all over.

**Mr. Fulton:** The Tories are conceding it. They know the NDP position is well known in western Canada. There is not a farmer around who does not know that we have a very philosophical approach to the Crow rate, as to why we stand for preservation of the Crow rate, why we said publicly that the out of pocket expenses which accrue to CN or to CP should be forthcoming in some way from the federal Government, but that they should not be making profits on subsidies as the Bill guarantees. It guarantees profits to CP. The Minister of Transport is shaking his head.

**Mr. Pepin:** No.

**Mr. Fulton:** Perhaps he has not read some of the tantalizing details which CP wrote into his legislation while it was in his office.

The other thing which we must carefully consider is the approach which the Liberals have been taking that the NDP is trying to prevent people from getting jobs. We know that the railroads are showing their publicity films and trying to convince the workers and others that certain things will not happen if the Crow legislation does not go through.

● (1250)

Let me deal with my area for a moment, from Redpass through to Prince Rupert. There is \$100 million being spent there this year on a ballast lift, new ties, heavier steels, 57 bridges and so on. That is certainly in direct relation to northeast coal and the movement of other commodities than grain.

I believe the Minister should talk to some of the Pools. Right now there is a 24-hour a day cement pour occurring in Prince Rupert on the grain elevator there. The 31.1 million tonne cap provided for in the Bill will have an impact there. It is difficult to analyse what that impact will be at this time but the reason for that cap, as my hon. friend the Hon. member for Regina West (Mr. Benjamin) pointed out yesterday, is that CN and CP are buying major railway lines in the United States where they will be moving grain, particularly from Saskatchewan, down into the U.S. for offshore movement. The Minister of Transport shrugs his shoulders. I would like to see him table any studies that he has about where the future movement of grain is likely to occur in terms of changes that will occur in the world. It has not been done.

This represents an injection of funds into CP without having looked at what the possible additional costs or impact will be to farmers or what the impact will be on Prince Rupert, Vancouver, Churchill, the Lakehead and other areas.

When Bills such as this are brought before the House I think it is important that there not be the kind of posturing such as we have seen from the Liberals. They do not put up any speakers. The minister of Agriculture (Mr. Whelan) introduced a notice of motion of closure after we had only a couple of minutes of debate. British Columbians and all Canadians should know exactly what the Minister of Transport and the Liberals are proposing and why the legislation is so bad for Manitobans and people from Saskatchewan, Alberta and British Columbia.

In 1983-84 there will be \$564.5 million going to CP. In 1984-85 it will receive \$593 million, in 1985-86 it will receive \$622 million and from 1986 on it will receive \$651 million. The Minister of Transport, the Prime Minister (Mr. Trudeau) and their hacks, whether they work for the private sector or directly for the Liberals, as they tour western Canada trying to drum up support, do not talk about the fact that a billion dollars is being taken away from the farmers. They do not mention that the rates the farmers will be paying by the year 2000 will be 12 times what they are paying right now.

It is also very important for Canadians to know what the distinct difference is between what the Liberals and the Tories are saying. The Liberals are saying: follow the line of the Quebec caucus, give the money to CP and make sure that the livestock producers in the East are happy; send the Prime Minister West, as my colleague for Athabasca (Mr. Shields) pointed out, to tell western livestock producers to stick it because they do not vote Liberal.

At the same time we see this kind of foxy process attack from the Tories in the House. They are not willing to say that they stand for the Crow or for giving a certain amount of out of pocket expenses to the rail lines but no profit above that, or at least equity for Canadians. They blur the issue. I have listened to their speeches and have talked to reporters who have covered their speeches. They are well aware of the fact that the Tories are split down the middle. They also know that the Liberals really do not know what the impact will be for Canada, our farmers or our ports in western Canada.

Of all the Ministers on that side of the House, I think the Minister of Transport has the responsibility to make some major changes in this legislation and not to take the attitude that since his Government has a majority it will jam it through. He should not take the attitude that the NDP and the Tories are causing his Party a lot of editorial grief out West which causes the mail to come in again. I think the Minister is one of the few on that side who can take the initiative to make those changes.

**Mr. David Kilgour (Edmonton-Strathcona):** Mr. Speaker, in the seven minutes that I have to speak on this Bill, I will base my remarks primarily on the standpoint of urban western Canada. Simply stated, my argument is that this Bill is the wrong solution at the wrong time and for the wrong reasons. Why do I say that? Because it may well do for western diversification what the national energy policy did for our oil and gas industry.