

believe it couldn't be more expensive. That is why we want to review. We have already started to review to see if we couldn't truncate a few of these routes. It is something that we are looking at.

In conclusion, I know there are problems that my friend honestly considers. I do not question the honesty and the fairness of members on the other side. We must keep in mind that we are very tied in terms of the operation with the deficit that we have and our resources in Transport Canada. It is a very tied operation in terms of what we can put into the system. If we put in \$650 million or implant any of the proposals here with more money, it will be dramatic not only for Transport but for the deficit. I am looking forward to the day when we can give a message to Canadians in terms of deficits and cuts and for six months maintain the same message.

Mr. Pagtakhan: Mr. Speaker, in answer to a question from the member for Humber—St. Barbe—Baie Verte this morning, the Minister of Transport indicated in the preamble that there was no time limit to the moratorium being requested. He seemed to imply that were there a definite time period he would be prepared to accept the motion.

Could there at least be a moratorium until such time as the commission has made its report and the Minister has had time to study its recommendations, in fairness to the process?

The minister spoke of major surgery. He will agree, as an analogy, that one would not first amputate the leg of a patient and then call a doctor and ask if the operation was indicated to begin with. That would be the wrong process.

I ask the minister whether he would be prepared to consider a moratorium at least until such time that the royal commission appointed by the government has had an opportunity to do its study, make its report and he has had the time to go over its recommendations?

Mr. Bouchard (Roberval): Mr. Speaker, what I meant during Question Period is, of course, that I do not intend to accept any moratorium. It is a basic question. It is a question of resources. After January 15, the cost will be there and I cannot afford it.

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If I gave the perception that I would accept a moratorium or if I said there is no time limit to it, it was essentially and exclusively to determine the range of the costs. The hon. member mentioned waiting until the commission makes its report. That means about one and a half years, a minimum of 18 months, before the interim report. What would that represent, \$200, \$300 or \$400 million dollars? It is in the range of that possibility. We do not have the money.

Once again when we talk about moratorium, we talk about money. We could say as the report states that we could give a different interpretation to the figures and so on. We can sustain what we have said. The figures we have are good and safe, but at the end of the day when you talk about a moratorium, it is always a question of money.

Every time I ask the question from which resources will we take the money the answer has to be we will cut elsewhere, say, the interest rate. I believe that we have to put in our minds that there is no possibility today with the resources that we have to avoid the decision that was made.

I ask my colleague, as I ask all Canadians, to understand that what we have to do is not easy. It is something which basically is a sacrifice that we have to make. But at the same time, I believe we are working on the future of transportation to be sure that we will be able to develop it.

We already have a national, affordable and a sustainable network but it could be more national, more sustainable, depending upon the decision made by the commission. We need the money and if we do not have the money two years from now, perhaps we would have to cut all services, which is obviously not what I want.

Mr. Blaikie: Mr. Speaker, I know that the minister did not take up all his time. I wonder, with the consent of the House, if I might be permitted to ask him one brief question?

Mr. Deputy Speaker: Very well.

Mr. Blaikie: I would like to ask the minister about a matter that I know he is aware of because it was raised in a meeting between himself and the Minister of Transport of Manitoba. That has to do with service to remote cottage communities between Winnipeg and Farlane, Ontario. In the minister's announcement he included a