

*Government Orders*

Turning to bulk commodities, particularly fuel, Yukon is almost totally dependent upon fuel oil for its energy.

• (1100)

Yukon has very little domestic hydro electricity and must rely on diesel engines and other kinds of carbon generated engines to provide its electricity. A study done shows about 8 c. a litre is charged over and above what normally should be charged because of the monopoly situation. Yukon is looking for some form of redress.

The Yukon government and I are quite supportive of a Canadian company being the exclusive provider of service. What we are not supportive of is that company using that position to extract more than its fair share of the cost of moving those commodities.

It is also a question of trade-offs in jobs. Yes, the marine jobs are there, the port jobs are there, the railway jobs are there, albeit on a very limited and reduced basis. The White Pass service operates twice a month—not exactly what you would call on time delivery.

Because of its high prices and schedule, firms in the Yukon have turned to purchasing their goods in the United States instead of Canada. Crusher balls for use in the mine at Faro are not purchased from Kamloops where they could be if it were economical to transport them, but they are purchased from down in the southern United States; in Missouri, I believe.

Fuel oil which could be purchased in Vancouver, and I assume at any other point along the Pacific coast, is purchased in Seattle. Because of the high marine costs, the rail costs, the handling costs and trucking costs brought about by the White Pass monopoly, Canadian jobs elsewhere than in Yukon are being lost. They are certainly being lost in Kamloops. They are certainly being lost wherever bulk fuel can be transported or loaded from shore to ship in Canada, as well as the production jobs. We lose there.

The other side of the equation is that the people of Yukon are paying higher prices than they need to in order to sustain themselves. By forcing in effect the diversion of traffic from marine mode, which is the most efficient and energy effective and environmentally friendly mode of travel, to trucking up the Alaska

Highway from Edmonton, we are not only doing additional pollution damage but we are damaging that highway which is about 50 years old this year. It is in need of rebuilding and it is being beaten to death by the truck transport of providing the daily goods to the people of the Yukon. All around there are problems.

I said before, my preferred option is regulation, government intervention. When I looked at it in a serious way I realized that even if Canada were to say to White Pass it can only charge so much per tonne on the marine section and it can only charge so much per tonne or per litre or whatever for the pipeline, for the trucking, for the railway, all White Pass has to do is up the ante on that short bit of space in Alaska and Skagway and between there and the Alaskan-Yukon border and it would be no different off and nobody would be any different.

I recognize this is one of those unique occasions in which the only way to compress the charges is at the very least through the intimidation of regulation or the intimidation of competition brought about by regulation.

I would prefer to see White Pass provide the service at a greater frequency at a lower cost, but if the only way we can put pressure on White Pass to treat the people of Yukon fairly and not take advantage of the unique monopoly situation is providing competition, then so be it. I am a realist. I have to recognize there are a number of tools available and you pick the most appropriate tool given the circumstance. Quite frankly, I regret to say, the only tool available as I see it is an amendment to this bill to give that specific exemption to the Yukon.

What is interesting is that 10 to 12 years ago, the United States government amended its sacred trust called the Jones Act, which is the most protectionistic marine law in the world. It amended it to allow for the transshipment of goods through British Columbia to Alaska.

All Yukon is asking is the quid pro quo. Alaska received reasonable treatment from its government to recognize the realities of transportation in that part of the world. I am suggesting that the Government of Canada should give the same kind of recognition to the people of Yukon in order to give them that protection as well.