

the new Newfy Bullet. Yes, there is a Newfy Bullet, Mr. Speaker. It is not a big train, mind you. In fact, it is only one car. But it is beautifully outfitted. I listened to my colleagues in the House talk about more hopper cars for grain and the need for improvement in trains. The hon. member for Parry Sound-Muskoka (Mr. Darling) mentioned that, and I certainly agree with him. We have a train now. It is confined to one car but it is a good car, a great car. It has sleeping and eating accommodations, a Cordon Bleu, even a telephone. And the President of the Treasury Board should not have any trouble getting on because the car is for VIP's only. It is for the movers and shakers in CN—at least the shakers—and the movers and shakers in the government. It is not the sort of thing you go fishing in on the 24th of May.

Yes, Mr. Speaker, they have made changes. It is no longer CN in Newfoundland but Terra Transport. Evidently, the President of the Treasury Board gave them enough money to buy a new name. No new track; no new cars; no new passengers; no new freight; a new name! I thought the Newfy joke was dead, Mr. Speaker, but it is not. It is alive and well, and running on a narrow gauge track!

The premier of the province was impressed. He said the announcement was merely cosmetic. He said, and I quote:

This latest announcement is a very silly attempt by CN to try and indicate to the people of Newfoundland that they are really doing something. The main problem we have right now is to get CN, who are totally responsible for the railway, to spend some money on it and try to make it a viable force in transportation in this province.

Right on, Mr. Speaker! We have heard from the Tory premier of Newfoundland and we could not agree more. That is a provincial premier speaking. So we have to sit up and take notice. The words of a provincial premier are not to be taken lightly or wantonly, but soberly and in the fear of God. And by the way, why was he not consulted about this? It was not "consult", Mr. Speaker; it was "insult". Is it any wonder that Newfoundland wants more control over its own affairs?

The new government has brought back the Newfy Bullet, Mr. Speaker. But how it is going to get half a million people into that one little car escapes me. Of course the people of Labrador will not be able to travel on it anyway because there are no tracks in Labrador, not even narrow gauge. My colleague, the hon. member from St. John's East, will be amused by the reversal of roles that goes on in this House. If he looks back through *Hansard* or, if I do, we will find a transposition of speeches of some years ago.

I want to talk about oil prices because the hon. member for Parry Sound-Muskoka mentioned that. He talked about small businesses and the necessity to support them. I agree with that, but I wonder how we can support them with fuel oil prices rising 14 cents per gallon and gasoline rising 24 cents per gallon. That policy will have a disastrous effect in Atlantic Canada. I noticed that one cabinet minister is reported as saying that gasoline might even rise to \$1.30 per gallon. Yesterday in Ottawa *The Citizen* reported someone as saying that within the next couple of years it might even rise to \$1.45 per gallon.

The Address—Mr. Nickerson

It might interest the House of Commons to know, Mr. Speaker, that in Labrador city gasoline is already \$1.39 a gallon, and fuel oil, 79 cents a gallon. In Goose Bay gasoline is over \$1.40 a gallon. In Rigolet and St. Anthony it is in the same range. These are people who live in northern areas of the country where the winters are long and cold. To ask those people, most of whom do not have the capacity to pay, to shoulder the burden of higher fuel prices in the interests of conservation, is ludicrous. We are not talking about people who are wasting money on luxuries. We are talking about people who are working hard to make ends meet. This government says they should pay higher prices in the interests of conservation, in accordance with the demands of the Arab countries. There are other ways to achieve conservation, Mr. Speaker, more effective, less costly, and less harmful to primary producers and those at the lower end of the income scale.

● (1650)

What of small businesses? My friend from Parry Sound-Muskoka who preceded me mentioned those. They are struggling to survive, in danger of being swallowed up by large corporations. What will higher energy costs do to them? Besides adding to inflation, of which we have an overdose in the Atlantic, it will be an additional hurdle they have to overcome on the road to survival.

The real burden will be on the old, the widows, the disabled, the young, those who are on fixed incomes and low incomes, those who through no fault of their own cannot help themselves. Are we to tell old age pensioners that they must burn less gas in their power boats and skidoos? In fact, are we going to tell that to fishermen, loggers or miners? This government is. It says it will increase oil \$4 a barrel by the end of 1980, adding about \$100 to the average annual heating bill. The government may consult with the provinces on this one, but apart from Alberta it is unlikely it will get consent. Ministers are finally going to have to bite the bullet themselves.

My friend mentioned that the ministers of tourism are meeting in Newfoundland for the first time. That is good. However, what is their position on the increase in the cost of energy and what will it do to the tourism industry? The ministers of finance will also be meeting. It will be nice to see what comes out of St. John's.

The Acting Speaker (Mr. McCain): Order, please. I regret to interrupt the hon. member but his time has expired.

Mr. Dave Nickerson (Western Arctic): Mr. Speaker, thank you for these few short minutes. I guess I will have to do a very major editing job on my speech. Unfortunately the first thing to go will have to be the congratulations to yourself. The second thing to go will be the geography lesson. We now get down to the main body of the speech.

A hundred years ago it was important that if Canada was to survive as a distinct nation the southern border be secured. Through the actions of great statesmen such as John A. Macdonald, this was achieved and it was Canada, not our