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the House now. It will implement most of the commitments made during the course of the election campaign, particularly the Prince Albert Conference, which really set the stage for our western manifesto.

We are restoring services that the former Liberal Government unilaterally dismantled. Twenty per cent of those services were dismantled without public hearings or debate. We are restoring many of those services. We are going to bring forth a new rail passenger act. Hopefully we are going to provide some new equipment to revitalize this system. We promulgated the Transportation of Dangerous Goods legislation. We are engaging in a tremendous investment throughout all parts of the country with regard to capital regions in air, marine and surface.

We have fulfilled most of the campaign commitments with respect to Atlantic Canada. Yes, we are rationalizing some services and trying to reduce waste and inefficiencies, but, nonetheless, this is part and parcel of the mandate that we have. We have approached this in a balanced manner. We recognize that transportation is an instrument for economic development and it will continue to be. Transportation is important to this country. Certainly we will ensure that the transportation services and infrastructure will be maintained and utilized as an important tool for economic development throughout all regions of the country.

Mr. Henderson: Mr. Speaker, I was interested in listening to the Minister's report card. However, there are a few items on which he gave himself an A—in fact in most categories—where I believe there should be a few Es, or probably something further than that down the scale.

The Minister mentioned that tourism is a very important industry. I believe all Members of Parliament will agree that tourism is very important. He mentioned the deficit which we would all like to see rectified. His Government, under his jurisdiction as Minister of Transport, has increased ferry rates in my Province of Prince Edward Island and in the Province of Newfoundland, thereby restricting the third most important industry in the Province of Prince Edward Island. With regard to park fees, the Minister of the Environment (Mrs. Blais-Grenier) is responsible for Parks Canada. She increased park fees for the national park in Prince Edward Island. We have seen an increase in gasoline prices. All of these things fly in the face of an attempt to improve the economic picture for the tourism industry.

● (1640)

Regarding agriculture, the Hon. Minister mentioned some of the things the Government has done for agriculture that he thought were wonderful. I agree that there have been a few good moves on the part of the Government. As far as the Farm Credit Corporation is concerned, interest rates are not exactly where I would like to see them but at least they have stabilized. We should all be thankful for that.

What about inspection fees for potatoes and red meats? Since those inspection fees were announced last week my

office has been inundated with calls from representatives of the Canadian Federation of Agriculture in the Province of Prince Edward Island, the National Farmers Union and, indeed, even from the provincial Government of Prince Edward Island. The Premier and, indeed, the Minister of Agriculture of Prince Edward Island are totally against any inspection fees for potatoes or red meats. This is the consultation process to which the Minister and the Prime Minister are referring. If this is it, then it is certainly not working. All these individuals, organizations and groups representing the farming community feel that they have been betrayed by the Government through its initiatives.

Indeed, there is no question that the action taken on the gasoline and fuel taxes for farmers and fishermen was a step in the right direction. However, I tried to get the Minister when he put the Bill through the House earlier this year to take into consideration highway transportation for potato producers and shippers who are taking their produce from the field to the market or indeed in some instances to the warehouses. Loggers and miners, for instance, were overlooked.

I hope to hear some comments from the Hon. Minister regarding those things. I hope he will take them seriously since he is a very important Minister in the Cabinet. I hope he will exert his influence on the Cabinet before the Budget is brought down on May 23. Perhaps he can have some of those inequities rectified for us.

Mr. Mazankowski: Mr. Speaker, I always take the Hon. Member seriously; I have in the past and I will do so today.

With respect to ferry services, I hope that the Hon. Member will check his facts, because I think he will find that in some cases the rates for ferry services that apply to the tourist industry have been reduced.

Mr. Henderson: For trailers.

Mr. Mazankowski: All right, for trailers, but that is a fairly important element of tourism. Where increases have occurred we have tried to recognize the impact on the tourist industry. I have to tell the Hon. Member that there were fairly extensive bilateral discussions with the province.

We in this House must recognize that we recover less than 20 per cent of the cost of operating the ferry services in this country. When we asked for a 15 per cent increase in revenues we did not imply that we wanted a 15 per cent increase in fares. We wanted to arrive at a 15 per cent increase in revenues through a combination of more efficient use and some fare increases. We treated this matter very, very carefully and gave it special attention. We may not have been perfect in the application of those measures, but I want the Hon. Member to know that we certainly took the tourist industry into consideration. I know the tourist industry is an important industry to the Hon. Member's province. It is an important industry to Canada. We certainly do not want to do anything that would unduly deter the growth and future of that industry.