

Western Grain Transportation Act

respectively gave the Conservative Party \$5,000, and in the same years it gave the Liberals the same amount.

Mr. Malone: And the NDP received nothing.

Mr. Young: The NDP would not accept any money from them.

Mr. Malone: That's right, and it would not get any, either.

Mr. Young: Our Party believes that he who pays the piper calls the tune. We are not interested in that kind of money. We would rather take it from ordinary Canadians. Whether it be \$5, \$10 nickels or dimes, we appreciate it all, because Canadians understand we are a democratic Party which owes nothing to any vested interest in this country. Fording Coal Limited of Calgary is only a cheap bunch. It only gave the Conservative Party \$415 in 1980 and gave the Liberals nothing.

An Hon. Member: What was that name again?

Mr. Young: Fording Coal Limited. Write it a letter. I am sure it will take all due dunning letters into account. Maple Leaf Mills, for example, gave the Conservative Party in 1978, \$4,150; in 1979, \$4,200; in 1980, \$3,000. The Liberal Party in those three years only received \$3,000 a year from that company, Mr. Speaker. The Conservatives must have done something between 1978 and 1979 because their contribution jumped from \$397 to \$5,553 and the Liberals received substantially more than that. I see my time has run out, Mr. Speaker. I hope this has been edifying for both sides.

● (1820)

Mr. Ron Stewart (Simcoe South): Mr. Speaker, as a Member of Parliament from central Ontario, not a westerner, it is not a pleasure to rise in my place a second time to categorically oppose Bill C-155. Why should an Ontario Member be so concerned about this Bill? I am concerned because it is fundamental to the success of all Canada that we have the best, the fairest and most economic national transportation system if this nation is to survive.

Mr. Smith: Who wrote that speech?

Mr. Stewart: The Hon. Member asks me who wrote this. I do not need anyone to write my speeches, Mr. Speaker.

The last time I spoke the Minister of Transport (Mr. Pepin) had announced the Crow changes some five times outside this House. He once again showed the complete disdain Government Ministers have for this House, following their leader's example. Since then there has been an amendment calling for a six month hoist of the Bill which made good sense to us on this side of the House as this legislation is every bit as important as the Constitution, or the language rights in the Province of Quebec.

Subsequently, the Hon. Member for Rosemont (Mr. Lachance), a new closure artist, muzzled, hoodwinked and garrotted debate on this Bill, because under Standing Order 56, as soon as this part of the debate ends the question is put and the whole debate ends. We have a new Government bully

on the block, Mr. Speaker. A new closure kid with all guns blazing to limit debate on something as extremely important as our national transportation system. Closure has now been perpetrated some 20 odd times in this session. The people of Canada do not trust this Government and is there really any wonder why? They have every good reason not to.

We have seen the demise of so much of our rail passenger service in Ontario that it is pitiful. In my riding we lost a commuter train from Barrie to Toronto. Just imagine; Barrie is 50 miles from Toronto, a market of 2.5 million people, and that train was cancelled. The Minister has real foresight. Given the markets that are available and the extension of the triangle and what does he do? He cancels the commuter train. Now he wants to destroy the Crow and alienate the West.

Of course the question immediately comes forth: why does he want to do this? I suggest it is because of pressure from his Prime Minister (Mr. Trudeau) and Quebec Caucus who feel that if the grain subsidy goes to western farmers it will hurt the hog feeding operations in Quebec. That is balderdash. But once again, 74 Members of one Province are acting as the tail wagging the dog of Canada.

These people, Mr. Speaker, the NDP and Liberal-socialist coalition, would sooner take from the free enterprise small-businessman, the grain producer, and subsidize the railroad. That is what the Hon. Member from Regina stated last night. This Bill negates freedom of choice, which we on this side believe in, whether it be in grain transportation, metrication or linguistics. It means the freedom to grow the most profitable crops with a fair transportation system to markets. Everyone knows that if this is to come about a subsidy must be paid. The only argument is over the method, and again it should be freedom of choice.

I ask the House to reflect on Mirabel, which loses \$1 million per week, not to mention the capital cost. There are subsidies for the subways, the highways, the airports and the hospitals so, of course, why not transportation?

If the subsidy, all \$651 million of it, is paid to the railroads it will effectively lock out new investment in the West, totally discourage processing in western Canada and the diversification the West so badly needs. Farm income of some \$3.5 billion will be reduced by one third. The farmer will have less income so the industrial heartland of Canada, where I come from, will suffer very deleterious effects.

No one denies that the railroads need more money. The Gilson report recognized that fact and it was quite acceptable to the West. But surely the farmer counts too. Ten years ago the farmer received \$4.57 a bushel for his grain and today he receives \$4.63 per bushel. This does not take into account the inflation factor, so who needs help at the time of the worst recession since the great depression?

The farmer must compete with subsidized grain from other countries. In essence these are the countries which obtain the subsidy, not the farmer. It has been estimated that British Columbia would lose 30 per cent of its income in about five