

Bill C-155 and Clause 33, the federal Government, by regulation, has given considerable powers to the Administrator over the future of this Committee.

Mr. Speaker, in Clause 33, sub-clauses (4) and (5), it is said, and I quote:

Where the Administrator administers and controls any railway cars at the direction of the Minister, the Administrator may enter into agreements with the railway companies respecting the operation of the railway cars, subject to any agreements respecting such operation that have been entered into by the Minister.

Mr. Speaker, it has often been said in this debate that it was very important to Western Canada to have, with the Canadian Wheat Board, the power to organize the grain transportation system in Western Canada, to organize transportation systems because this will be a very important factor. And last summer, more specifically in September, Mr. Jarvis, Chairman of the Canadian Wheat Board, appeared before the Special Committee dealing with this legislation and made the following statement, and I quote: "The Canadian Wheat Board, like any other sales organization, must control shipment of its own product in order to ensure performance. For these reasons the board has always held the view that overall control of the system, as it is developed in co-ordination with the total of the grain industry, should be administered by the board."

Mr. Speaker, it is clear that Mr. Jarvis, as Chairman of the Canadian Wheat Board, must see that the administration and control over the grain transportation system rest with the Canadian Wheat Board.

But if we have a bill as well as a section such as Section 33, there is not much difference, for the Administrator must exercise many powers over the allocation of railway cars.

Unfortunately, Mr. Speaker, Canada has given the CPR a lot of money since 1881.

I have here some very important figures taken from the CP Rail and CN annual reports showing that we gave CP Rail direct subsidies totalling \$13.5 million in 1982 dollars. For example, in 1960, we provided a direct subsidy of \$12.9 million; in 1961, a subsidy of \$32.3 million. Mr. Speaker, this is the reason why the government should have more powers over CP Rail, because for many years now, we have been most generous for railway companies.

I remember quite well that during the election campaign, CP Rail gave huge amounts not only to the Liberal Party but also to the Progressive Conservative Party. The Hon. Member for Kindersley-Lloydminster (Mr. McKnight) who is here tonight has surely received a lot of money from CP Rail for his campaign. I am sure that his federal party received a lot of money. However, it is a good investment for CP Rail, Mr. Speaker, because the company received \$31.6 million from the federal government in 1963 and \$31.9 million in 1964. In 1965, \$37.8 million from the Canadian Government; in 1967, \$52.2 million from the Canadian Government. Mr. Speaker, I am shocked because the money we have given to the railways

Western Grain Transportation Act

came from the pockets of my constituents, farmers, workers, small business employees and what not.

And it goes on and on. In 1968, \$38.7 million were paid to CP Rail. In 1970, \$27.8 million were paid to CP Rail. In 1971, still under a Liberal Government: \$32.0 million; in 1972, \$35.5 million; in 1973, \$54.9 million; in 1974, \$61.1 million; in 1975, \$93 million; in 1976, \$84.6 million. But from 1977 on, we went over the \$100 million mark: \$112.8 million went to CP Rail in this country.

Mr. Speaker, this is quite a big handout. We have been playing Santa Claus for a long time to CP Rail. This is why CP Rail must have this change to the Crow rate. In 1978, another very large increase, we once again went over the \$100 million mark to \$129.1 million. In 1979, \$186 million were paid in grants to CP Rail. That was under a Progressive Conservative Government, not a Liberal one, headed by the Honourable Joe Clark as Prime Minister, and the same thing happened again, a huge grant was awarded to CP Rail. Perhaps it comes to the same thing.

But three years ago, in 1980, we spent \$200 million, a massive grant of \$221.6 million, and in 1981, \$232.7 million.

Mr. Speaker, no doubt you now understand why CP Rail is very supportive of the Liberal Government in this country, because they will change the Crow rate. This is good for CP Rail. It has been getting a lot of money coming from the taxpayers in your constituency of Ottawa West, in my constituency of Yorkton-Melville, in Vancouver-Kingsway and from everywhere else in this land of ours.

That is why I have decided, or rather we in the New Democratic Party have decided to fight every inch of the way against the Government of Mr. Trudeau and the Progressive Conservative Party to stop the movement aimed at doing away with the Crow rate. Mr. Speaker, that is why I hope that the Progressive Conservative Members and the Liberal Members will join us and support Motions Nos. 55 and 56 in the name of the Hon. Member for Regina West (Mr. Benjamin).

I should like to point out another thing, namely that the Canadian Wheat Board is very important for the producer in Western Canada. It is very important to have an organization like that, a collective organization for Western farmers similar to a union for workers, or a medical association for physicians, or an association for lawyers. It is very important for the farmers. I remember quite well when I was a little boy and my grandfather spoke about the time here in Canada when we had a wheat board and only the Winnipeg Exchange, the Chicago Exchange, the Richardson Grain Exchange and others where the price of grain, the price of wheat and the price of other commodities were set by a few capitalists throughout the world.