

erosion with the movement and inclusion of these two motions by taking away some powers that the Bill proposes to give to the Minister and giving back some powers to the Wheat Board.

One of the major necessities of completing a sale is being able to assure your customer that you can in fact deliver the grain. A major part of being able to assure that delivery is to be able to have as much control as possible over the mechanism that provides that delivery, in this case hopper cars. If the Wheat Board has control and management of the hopper cars, it has a very vital trump card to play when negotiating with the railways for delivery service because it has control of the cars. All the railways have to do then is to supply the locomotive power. There is no complaint about lack of—

The Acting Speaker (Mr. Weatherhead): Order. Is the House ready for the question? The Hon. Member for Kindersley-Lloydminster (Mr. McKnight).

Mr. Bill McKnight (Kindersley-Lloydminster): Mr. Speaker, I rise to take part in this debate. I do not know whether it is the late hour but I could understand the misconceptions of the Hon. Member for Skeena (Mr. Fulton) regarding Bill C-155. I know he was handed a prepared text and he went on about the ownership of the cars purchased by the producers, people who own Canadian Wheat Board permit books. The Hon. Member for Humboldt-Lake Centre (Mr. Althouse), who attended several meetings, went on in the same vein about cars owned by the producers.

Mr. Althouse: Mr. Speaker, I said "controlled by the Wheat Board".

Mr. McKnight: I would like to draw to the attention of both those Members who spoke that for all the good intentions of the Canadian Wheat Board to purchase the cars, the holders of the Canadian Wheat Board permit books did pay for those cars. But the legal ruling is that we do not own them. They belong to the Government of Canada. They belong to the Crown. The Hon. Member for Humboldt-Lake Centre has a Canadian Wheat Board permit book and he should know. When the Hon. Member for Pontiac-Gatineau-Labelle (Mr. Lefebvre) in committee was asked the question, did the Canadian Wheat Board as a separate entity own those cars, he answered, no, the Canadian Wheat Board is for all purposes an agency of the Government of Canada, so in fact the Board by law purchases those cars on behalf of the Government of Canada. It owns it because it is the legal entity that can own property. Mr. Speaker, those cars are owned by the Government of Canada. They are not owned by the producers or by the Canadian Wheat Board.

When you look at the amendment put forward by the Hon. Member for Regina West (Mr. Benjamin), you see it is the same amendment that he put forward in committee which was ruled out of order and the same amendment that the Hon. Member said would not affect the allocation of cars. I probably made a mistake in drafting this because this section does not pertain to the allocation of cars. The Hon. Member for

Western Grain Transportation Act

Regina West put forward the same amendment here that was found in order. When you look at the Bill it shows that it has absolutely nothing to do with the allocation of cars.

The Hon. Member for Skeena could well have talked to some of his colleagues who attended some committee meetings and he may have been brought more up to date. We look at Motion No. 56 put forward by the Hon. Member for Regina West. This motion has absolutely nothing to do with allocation, and what he wants to do is to take away from the Minister the authority, by regulation, to transfer, administer and control any railway cars held by the Canadian Wheat Board on behalf of the Government of Canada.

I am convinced, Mr. Speaker, that if we follow this through we will find out that the Minister is in charge of the Canadian Wheat Board.

Mr. Benjamin: Mr. Speaker, I just want to help the Hon. Member for Kindersley-Lloydminster (Mr. McKnight). The control of the Canadian Wheat Board is under the Secretary of State in charge of the Canadian Wheat Board who is in the other place. All we want to do is to keep these grain cars under the control and administration of the Wheat Board. We are not talking about administration.

Mr. McKnight: That should be taken as given, but I think you will find, if you read the word "responsibilities", that the Secretary of State for the Canadian Wheat Board is an assistant to the Minister of Transport (Mr. Axworthy).

Mr. Benjamin: That is their problem.

Mr. McKnight: The Minister has an assistant. I am not too sure how much assistance that Minister in the other place would give any Minister of the Crown, but that is not the problem that we have on this side. But the Minister is in charge of the Canadian Wheat Board. The Minister being in charge of the Wheat Board he would, in turn, have control of all the cars that are under the control of the Canadian Wheat Board. The Canadian Wheat Board is an agency of the Crown and that Minister is responsible. So we have here one motion by the Hon. Member that wants to remove any responsibility by regulation, transfer, administration and control of any railway cars held by the Canadian Wheat Board out of the hands of the Minister, but then he wants them left in the hands of the Minister because that Minister is responsible for the Canadian Wheat Board.

● (2320)

I find it difficult to decide what these amendments will do for grain producers in western Canada. How can we have an amendment that does not recognize that the Canadian Wheat Board, therefore the Government, owns the cars even though the producers may feel that they pay for them? A lot of people questioned the Canadian Wheat Board when those cars were purchased. Those people were condemned as being against the Wheat Board. The Board is strong enough in western Canada and has the respect of farmers there so it can withstand criticism. Although it is well managed in most cases, it is not