

Government Orders

The next question is on Motion No. 7. Is it the pleasure of the House to adopt the motion?

Some hon. members: Agreed.

Some hon. members: No.

The Deputy Speaker: All those in favour of the motion will please say yea.

Some hon. members: Yea.

The Deputy Speaker: All those opposed will please say nay.

Some hon. members: Nay.

The Deputy Speaker: In my opinion the nays have it.

And more than five members having risen:

The Deputy Speaker: A recorded division on the motion stands deferred.

Mr. Vic Althouse (Mackenzie, NDP) moved:

Motion No. 6

That Bill C-51, in Clause 25, be amended

(a) by replacing line 16, on page 12, with the following:

"84. (1) Except with the written permission of";

(b) by adding after line 24, on page 12, the following:

"(2) Except with the written permission of the Commission or in accordance with prescribed terms and conditions, no public carrier shall transport grain unless it has first been weighed, the dockage established and the quality designated."

He said: Mr. Speaker, technically this motion divides what is now section 84 in the act. The bill we have in front of us proposes to amend section 84 in the act into subsections (1) and (2). In clause 25 of the bill before us now it would become subsection 84(1) and we would add a subsection (2) which would read:

(2) Except with the written permission of the commission or in accordance with the prescribed terms and conditions, no public carrier shall transport grain unless it has first been weighed, the dockage established and the quality designated.

There are two reasons for this. One is to make it easier to track grains that might be subject to bankruptcy procedure and as well to look forward to the new technology which is now being introduced into western Canada. It is the portable elevator which is a very large tandem truck with two units behind it. It has the ability to weigh grain as it goes in. The truck driver does the dockage testing and provides a grade. It makes certain that particular process which some companies are now engaged in is done in a way that provides the kind of paperwork transactions that will protect the producer.

The prospect of watching 2,000 bushels of flax or peas walk off the farm maybe to disappear without the proper paperwork in the event that particular grain dealer turns out to not have been properly bonded is not one a farmer looks forward to. This attempts to address that by requiring these kinds of operations to do the same paperwork as elevators do.

Mr. Leon E. Benoit (Vegreville, Ref.): Mr. Speaker, I would like to make a few comments on Motion No. 6. The purpose of this motion is to add to transportation requirements for grain being shipped out of Canada the stipulation that unless an exemption has been provided for under the act which is already available, that the seller of the grain, the farmers in most cases, be provided with documentation stating the weight, dockage and quality of the grain. That is the intent.

• (1325)

There is a concern no doubt that when farmers load their trucks, as the hon. member just explained, not knowing the grade, the weight and the dockage then they are trusting that the people at the other end will give the proper payment for the commodity. That is a concern. Who would like to see a truckload containing \$10,000 or \$20,000 worth of commodity in extreme cases going out of the yard and not knowing exactly what they are going to be paid for?

However, I believe this amendment does not provide a solution. Instead, for farmers and businesses that are operating in this way with pickups on the farm or by producer cars, dealer cars, rail cars, it would make it very difficult if not virtually impossible for them to operate.

While I would like to know that every time farmers are shipping a load of grain off the farm they know they are getting paid for it, if we look at the practicalities it just is not possible. We have to recognize that. For that reason I oppose the amendment.

[*Translation*]

Mr. Jean-Guy Chrétien (Frontenac, BQ): Mr. Speaker, the purpose of the motion standing in the name of the hon. member for Mackenzie is to add standards for public carriers. It would prescribe that grain carried by a public carrier must first have been weighed and cleaned and its quality designated.

According to the Canadian Grain Commission, no amendment is necessary since this is already being done in most cases and always when grain is destined for human consumption.

As a result of the proposed amendment, smaller producers who ship feed grain would see their costs increase unnecessarily. If there had been complaints that the quality of feed grain was below acceptable levels, the motion would be justified. Since that is not the case, at least as far as I know, I do not think it would be useful to oblige producers to spend more on precautions that are absolutely unnecessary. If most of these producers happen to use private carriers and the motion therefore does not affect them, it will then have no effect at all, since public carriers would only carry grain for human consumption.

According to the Canadian Grain Commission, this grain is already cleaned and weighed and its quality designated. So we have their guarantee that grain for our own consumption is