

*Western Grain Transportation Act*

returns to our western grain industry. As has already been indicated, the railways will receive under Bill C-155 100 per cent of their long-run variable costs, 20 per cent overhead and 20.5 per cent of their contributions to capital. By 1990, the railways will receive a 1000 per cent increase in the freight rate compared to today. There is no provision to reduce the rates if costs should fall and even CP Rail must like this.

I ask the Minister not to freeze us to this deal. Give us the freedom of choice as to where the so-called Crow benefit goes so that our system can evolve. Let the producers decide if they want the Crow benefit payment personally or if they want it paid directly to the railways. The mechanics can be worked out. It is simple to do for Board grains and for domestically used grains it is simpler than the present formula in the Bill.

It is hard to find any humour in this Bill. However, with the many references to the Crow rate being part of the Magna Carta of the West, and the shoddy, off-handed manner of its handling by the Government, I am reminded of the setting of the original signing of the Magna Carta, the beautiful little meadow at Runnymede just outside of Windsor in England. It was an incident when the tour buses were rolling in at approximately noon one day. The official guide was well into his pitch saying, "It was 1215 when King John was forced to sign the Magna Carta by the barons of England". One of the tourists, I suppose from Texas, looked at his watch and said: "If the bus driver had not taken the wrong turn we would have been here in time to see that"! The Government is treating our Magna Carta the same way.

**Hon. Ron Huntington (Capilano):** Mr. Speaker, ten minutes to debate the principle of a Bill of the importance of C-155 just gives one enough time really to clear one's throat. Let me begin my remarks by quoting for the Hon. Minister a sentence from a very famous piece of writing:

There is nothing more difficult to take in hand, more perilous, or more uncertain in its success, than to take the lead in the introduction of a new order of things, because the innovator has for enemies all those who have done well under the old conditions and lukewarm defenders in those who may do well under the new.

Of course, that sentence comes from a person whom the Right Hon. Prime Minister (Mr. Trudeau) admires so much, Machiavelli, from "The Prince".

In the words of the Hon. Minister of Consumer and Corporate Affairs (Mr. Ouellet), Bill C-155 is the third major piece of legislation that has been presented in this session of Parliament, which is the longest session on record. We hear the Hon. President of the Privy Council (Mr. Pinard) list the dozens of pieces of legislation that he is so proud of every time he rises to speak in the Chamber. Yet his colleagues say that this is the third piece of major legislation that the Government has submitted in this session.

The Hon. Minister of Agriculture (Mr. Whelan) comes into the House to give notice of moving closure on this Bill. We have had 651 minutes of debate on principle. Here we are, struggling against closure on a Bill of this impact and importance to the nation.

I am from British Columbia and some may wonder why I am so interested in this Bill. I am interested in it because it touches the whole food chain of Canada.

What is this Government up to? It has Bill C-85, the Canagrex Bill, on the backburner. It is threatening to impose closure and rush that Bill through Parliament. Now this Government comes in with Bill C-155 and immediately puts closure on something of this magnitude and importance to every single person and region in Canada. There is something very wrong with the attitude of a Government that wants to abuse and use its arrogance and power in that manner, Mr. Speaker.

• (1125)

I have in my hands a couple of communications from interested parties in British Columbia who want to support Bill C-155. They urge Members from British Columbia to support Bill C-155 as presently presented to this country and to this Parliament. One is a telex from British Columbia Forest Products Ltd., signed by Mr. K. P. Benson, President and Chief Executive Officer. This telex urges Conservative Members from British Columbia to support Bill C-155 in its present form. I tell you, Mr. Speaker, and through you I will tell Mr. Benson and the British Columbia Forest Products, that there is no way, as a Member from British Columbia, that I will accept this kind of lobby instruction from him.

How did I receive this telex? I received this signal from B.C. Forest Products, and so did every other Member from British Columbia, in an envelope from the Privy Council Office. It shows what kind of lobbying is being done by the Government to interested parties in British Columbia and from those interested parties back to elected Members.

I have another letter of different vein from Columbia Containers Limited, Vancouver, B.C. a very interesting small business that utilized some abandoned elevator equipment and legs and put in some silos. This company started to fill the empty containers leaving the port of Vancouver with malt from the Prairies because we do not have enough export container traffic. That was an advantage which the Crow rate in its present form gave Columbia Container. This company started to fill a market void and it is very concerned that if the Crow rate does not stay the same and Bill C-155 is not passed, it will probably have to move its operation or reduce tonnage.

I can understand that company's concern, but I am also in the world of business. I have been changing my mode of operation all my life. Transportation is something that affects every single business in the world. As soon as a mode changes, as soon as something improves, you either lose a market or you gain a market. It is up to people in business to be sharp enough to anticipate what these moves are.

The Minister of Transport (Mr. Pepin) was doing very well in western Canada. He was accessible. He talked, he listened and he was courteous. I think the whole people out there genuinely liked him. Press reports and statements led us to believe that the Minister was going to move on the Gilson