

*Adjournment Motion*

will result in tremendous savings. It will do away with some employment. They will be able to go over the roads that much faster. While we agree with that, the communities involved, the same as the communities and rural areas where the grain comes from, will lose their identity. We are also concerned about the communities served by the railways once the traffic is speeded up. This Bill should identify that problem. There should be protection for these communities.

I congratulate the Hon. Member for Esquimalt-Saanich (Mr. Munro) on his detailed speech with regard to the Dominion Coal blocs situated in my riding. This is a very big concern for my constituents. It is a consequential and related provision in this Bill under No. 62, Part VI. I believe it should be more consequential. It is of the utmost importance to Kootenay-East Revelstoke. It is of the utmost importance to the Province of British Columbia that energy such as coal be developed in the manner in which we in our own Province and ridings propose it be developed. For this Bill to leave that 50,000 acres of coal blocs, some of the richest in the country, under the federal domain is a slap in the face to the Province of British Columbia as well as the rest of western Canada. The coal bloc belongs to the Province of British Columbia. It should be returned to that Province if the Crowsnest agreement is changed.

For the federal Government not to identify any plans or proposals for this coal or the land is wrong. Therefore, it has no alternative but to turn this rich coal land back to the Province of British Columbia so that when the time comes for the planning and processing and developing energy in our Province, we will be able to do that in an orderly manner.

## PROCEEDINGS ON ADJOURNMENT MOTION

[English]

### SUBJECT MATTER OF QUESTIONS TO BE DEBATED

**Mr. Deputy Speaker:** It is my duty, pursuant to Standing Order 45, to inform the House that the question to be raised tonight at the time of adjournment are as follows: the Hon. Member for Saskatoon West (Mr. Hnatyshyn)—Railways—Crowsnest Pass rate—Opposition to announced changes. (b) Development of grain transportation system; the Hon. Member for Central Nova (Mr. MacKay)—Canadian National Railways—Manufacture of rolling stock. (b) Nova Scotia steel plants; the Hon. Member for Medicine Hat (Mr. Hargrave)—Agriculture—Compulsory grading of beef carcasses for export. (b) Request that Minister review situation.

## GOVERNMENT ORDERS

[English]

### WESTERN GRAIN TRANSPORTATION ACT

#### MEASURE TO AMEND

The House resumed consideration of the motion of Mr. Pepin that Bill C-155, to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof, be read the second time and referred to the Standing Committee on Transport, and the amendment thereto of Mr. Benjamin (p. 25389).

**Mr. Stan Schellenberger (Wetaskiwin):** Mr. Speaker, I rise to debate this most important issue to western Canada with some degree of trepidation. Every time we are faced with an issue that is important to the West, this Government brings in closure. The National Energy Program was devastating to our area. What did we get? Closure. This Government attempted to push through the Constitution before the West was heard. We had closure. We now have Canagrex, and the same big stick is hanging over our heads. We cannot debate the issue to the fullest extent, as it ought to be debated. Now, after a few hours of debate on an issue of the utmost importance to producers in western Canada, the Minister rises to close off debate. The Crow rate has been a very valuable tool which has allowed western Canadians to get their grain to the world export markets. Of course, anomalies have arisen. The livestock sector has constantly mentioned that, but we are talking about something called freedom. Why would the Minister change his approach after we in the West have spent years wondering whether we ought to trust the railroads, and this has been said many, many times? He changed due to pressure. It was becoming accepted that the payments should go to the producers, but because of political pressure, he has now said that they will all be paid to the railroads.

● (1600)

I could not believe it when yesterday in Jasper, the Prime Minister (Mr. Trudeau) told the people who met with him on this most important issue, "We are paying this payment to the railroads because you cattle producers and other commodity producers do not have enough political clout out here, but those in Quebec and parts of Ontario deliver the Liberal votes, and that is why we are moving to pay the subsidy to the railroads."

If the subsidy is paid directly to the railroad and if the price of moving grain to western farmers is allowed to increase in a way that is anticipated at this time in the Bill, the ability of the farmers in the northern parts of those Provinces to produce barley, oats and maybe wheat will be virtually wiped out. The reason for that is that at present costs of production, it is no longer viable to produce those grains. If the cost of transportation is increased as anticipated in the Bill, even at this rate it will be impossible to produce that kind of grain. That will hurt the livestock industry in the province as well.