

*Western Grain Transportation Act*

farms which will be lost as a result of the Crow Bill as it now stands in comparison with the number of farms that will be lost as a result of the amendments of the New Democratic Party. We should know what will be the impact of going ahead with Clause 17(4) without the kind of process about which we are talking. It would mean a branch line must be abandoned by the Canadian Transport Commission. The butcher, the hardware store owner, the school teacher or persons living in rural Saskatchewan or the Peace area of British Columbia for their whole lives or three or four generations should have the opportunity of not only sending postcards to their Members of Parliament but of appearing before the CTC to indicate what they think the costs will be to their municipalities for moving grain by road and to say: "Sure, we are getting the subsidy from the branch line rehabilitation fund, but by not having money in that fund, it is a self-fulfilling prophecy". As we lose the branch lines by using the money to rubber haul, we lose communities and farmers, and the grain trade in Canada becomes less competitive and less in the interests of Canadians.

**Mr. Deputy Speaker:** The Hon. Member for Regina West (Mr. Benjamin) introduced this motion. He is presumed to have spoken when he introduced it. Is he seeking to be recognized to speak?

**Mr. Benjamin:** Mr. Speaker, I rise on a point of order. I appreciate the rules. The motion is in my name but the lead-off speaker was my colleague, the Hon. Member for Prince Albert (Mr. Hovdebo). I have not made my ten-minute speech yet. However, if the Chair is to enforce the rule, I would be grateful if it would enforce it with the next series of motions. On Motions Nos. 31 and 32 this occurred. It occurred dozens of times in the committee. I am sure the Chair will appreciate that when you have to file motions in advance with the Chairman and the clerk of the committee, you do not know who will be available to speak one day, two days, or a week later. Similarly at report stage, when motions have to be filed within a certain deadline, you have no way of knowing what Members will be in the House days later. Therefore, you have no choice but to put motions in under one or two names.

● (1130)

I am not quarrelling with the rule. I am just asking if the Chair would be good enough to start applying the rule, if it chooses to do so, with the next series of motions. With the short notice on this one, I would be grateful for the indulgence of the Chair and the House to make my ten-minute speech.

**Mr. Deputy Speaker:** The rule and procedure of the House is clear. When a motion is introduced in a Member's name, he is presumed to have spoken. The Hon. Member would need the unanimous consent of the House to be recognized at this stage. Is there unanimous consent for the Hon. Member for Regina West to be recognized?

**Some Hon. Members:** Agreed.

**Some Hon. Members:** No.

**Mr. Deputy Speaker:** There does not appear to be unanimous consent. Is the House ready for the question?

**Some Hon. Members:** Question.

**Mr. Deputy Speaker:** Is it the pleasure of the House to adopt the motion?

**Some Hon. Members:** Agreed.

**Some Hon. Members:** No.

**Mr. Deputy Speaker:** All those in favour will please say yea.

**Some Hon. Members:** Yea.

**Mr. Deputy Speaker:** All those opposed will please say nay.

**Some Hon. Members:** Nay.

**Mr. Deputy Speaker:** In my opinion the nays have it.  
*And more than five Members having risen:*

**Mr. Deputy Speaker:** Pursuant to Section (11) of Standing Order 79, the recorded division on the proposed motion stands deferred.

According to the interpretation given by the Chair previously, Motions Nos. 36, 37 and 38 will be grouped for debate at this point.

**Mr. Les Benjamin (Regina West)** moved:

Motion No. 36

That Bill C-155 be amended in Clause 18 by striking out lines 44 to 47 at page 8 and lines 1 to 41 at page 9 and substituting the following therefor:

"should be met by any railway company

(d) monitor the performance of the railway companies to ascertain whether or not they are meeting the performance objectives referred to in paragraph (c); and

(e) develop, for possible implementation under section 21, a scheme of sanctions applicable to railway companies and make recommendations to the Minister on the advisability of implementing that scheme."

Motion No. 37

That Bill C-155 be amended in Clause 18 by striking out line 18 at page 9 and substituting the following therefor:

"mented under section 21, but awards and sanctions for system participants other than the railway companies shall be non-pecuniary in nature;"

Motion No. 38

That Bill C-155 be amended in Clause 18 by striking out line 18 at page 9 and substituting the following therefor:

"mented under section 21, but such awards and sanctions shall not involve the allocation of railway cars nor affect the quota system of the Canadian Wheat Board.

He said: Mr. Speaker, these three motions have to do with the part of the system having to do with awards and sanctions that can be applied by the Senior Grain Transportation Administrator. It is a one-man position, but the legislation calls for him to be an agency of the Crown. I do not know of any other one-man agency anywhere in government. There may be, I do not know, but I have never heard of it.

We have a ridiculous situation within the legislation as it now reads. One Crown agency can place sanctions on or make