

transportation and communications for their delivery to those farmers who need them. With the development of dealerships, each dealer will be able to stock a greater supply of parts. On the debit side, the longer trips required of the farmer to obtain parts must be taken into account. However, some farmers have said in briefs or before the commission that they are ready to travel greater distances to get parts provided they are sure that the dealer will have them on the spot.

I humbly suggest, Mr. Speaker, that common supply points would be one of the best solutions put forward up to now.

According to this evaluation of the problem, what conclusions should be drawn regarding the resolution that companies set up central parts depot? In the opinion of the commission, any advantage of such a system is strongly overcome by its disadvantages. Under the present arrangements, whereby each company is responsible for its parts distribution, it is very easily determined who is held liable for any supply shortage. Since the reputation of each company depends partly on its capacity to offer a quick and reliable parts service, it is entirely to its advantage to develop and maintain a good service.

● (1750)

If the parts were provided through a central co-operative stock, the areas of responsibilities would be much less well defined. It is at least possible that the service would worsen under such an arrangement. Moreover, the service now provided by each company is an integral part of the parent company's parts business in North America. If all the central stocks of Canadian companies were placed under the same roof, we could sever the direct communication and responsibility links which now exist. I am thinking about problems beyond the influence of manufacturers.

Since the very nature of the repair parts problem makes the stocking of a great number of parts in regional and central stockrooms inevitable, the existence of an efficient and quick emergency service requires prompt communication of the farmers' needs, and immediate action by the company to ensure that the farmer's order is filled and delivery of the part will be made as soon as possible. Even though we now live in an era where the rapidity and efficiency of communications and transportation have improved, there are many obstacles to the emergency distribution of spare parts to the farmers.

From a technical standpoint, communications have made a lot of progress. Since all the parts are now registered on computers, some companies pretend that they can find a part anywhere in North America in only a few hours, even if only a few copies exist. The dealers often communicate with the branches by telex. The communication problem seems to lie most often at the human level. The farmer does not say to the dealer that his need is urgent, or else the dealer does not follow the procedure prescribed by the company so that the urgent nature of the order is not recognized at the branch level. The commission's investigation suggests that such errors are more common among smaller and less efficient dealers. Their frequency should diminish as farm machinery companies

Vehicular Parts

continue to upgrade the level of their dealerships and to reduce their number.

Even when the spare part is in stock at the branch or central warehouse, there can be, for many reasons, considerable delay in delivery to the farmer. The farmers in remote areas must often rely on trucking, bus or express services to get their parts. Trucking companies and express offices do not usually operate on Sunday. At times, bus companies are not too eager to transport huge or awkward parts nor to deliver them to remote spots lacking staff.

Four Canadian provinces, namely Alberta, Manitoba, Prince Edward Island and Saskatchewan have passed laws on farm equipment to regulate and moderate the relations between the three parties interested in the purchase and use of farm equipment: the company, the dealer and the farmer. One of the prime objectives of these acts would seem to be protection of the interests of the farmer in his relations with the suppliers of farm machinery. The dealers are eventually subjected to a licensing system to allow the adoption and the maintenance of minimal standards of production. On the other hand, attempts are being made to guarantee—

Mr. Speaker: Order. I am sorry I have to interrupt the parliamentary secretary, but his time has expired. Of course, he may continue his remarks with unanimous consent of the House.

[*English*]

Is there consent?

Mr. Knight: No.

Mr. Speaker: The hon. member for Assiniboia (Mr. Knight).

Mr. Bill Knight (Assiniboia): Mr. Speaker, I regret my refusal to extend the time of the hon. parliamentary secretary, but I am sure he is aware that this debate will be over at six o'clock and with his great interest in the problem he would not want to prevent my speaking on the subject and allowing the bill then to be referred to committee.

I rise merely to say a few words. In presenting this bill to parliament, the hon. member for Meadow Lake (Mr. Nesdoly) did a notable job of outlining the problems of farmers in all parts of Canada who face a serious situation when farm machinery parts are not available. The hon. member for Meadow Lake, the hon. member for Mackenzie (Mr. Korchinski) and the hon. Parliamentary Secretary to the Minister of Agriculture (Mr. Corriveau) are to be commended for their contributions which show that this question goes beyond mere partisanship. I hope we can end the debate before six o'clock and send the bill to committee so that the whole subject may be investigated and the government enabled to bring forth legislation for this House to consider.

If any hon. member should follow me in this debate he would be doing a disservice to the farmers of Canada by killing the bill and sending it to the bottom of the order paper. I usually speak for much longer than I shall now, but I will curtail my remarks so that the House may allow the bill to go to committee. I hope no other member will