

*Grain Transport*

dealt with. As I say, the report did not deal with the compensation aspects. But within the industry I think there is a consensus that the Crow rate is important and necessary if producers of grain are going to continue in existence. The report did not deal specifically with this, but it is fairly obvious that the wheat board is the linchpin in the system. Whether or not the transport authority is within or outside the jurisdiction of the wheat board really does not matter. The data come into the wheat board. The computer system is in place as well as the lines to connect the system. It could make the system work better.

I think the railways are giving cause for concern—I suppose we can say two and a half railways because we have small regional railways in the country—when it comes to exchanging cars. Those cars are tied up for another day or two simply because CN wants to take its own cars and CP likewise. If we combine the two railways into one system, which makes sense for a great many other reasons, we could increase the turn-around and the efficiency of the system, putting more of the grains under the control of the Canadian Wheat Board. This would improve the efficiency of the system. Rapeseed, in particular, has been a bugbear in terms of handling arrangements. Cars must be specially sorted out to separate terminal elevators. There are no switching arrangements and no pooling arrangements for rapeseed.

If issues of this kind were looked at objectively and acted upon, the question of rate could then be judged in the proper context.

It is interesting that the Booze-Allen report even looks at the national economy when it deals with costs because the board talks about just two or three crop years paying for the extra costs of keeping the system big enough to handle large crops. Booze-Allen, at least, has not fallen into the trap of some of the previous studies of analysing the system on a corporate basis to see whether it will show a profit or not. It is simply dealing with the system as it should be dealt with, as being able to provide a service. That is the basic way of looking at grain transportation. The first question to ask is: can it do the job or can it not? Most of the basics are there if we simply reorganize the structure.

*[Translation]*

**The Acting Speaker (Mr. Blaker):** Order. The hour provided for the consideration of private members' business having expired, I do now leave the chair until eight o'clock.

At six o'clock, the House took recess.

● (2000)

**AFTER RECESS**

The House resumed at 8 p.m.

**GOVERNMENT ORDERS**

*[English]*

**THE CONSTITUTION****ESTABLISHMENT OF SPECIAL JOINT COMMITTEE OF THE SENATE AND HOUSE OF COMMONS**

The House resumed consideration of the motion of the Minister of Justice and Minister of State for Social Development (Mr. Chrétien):

That a Special Joint Committee of the Senate and of the House of Commons be appointed to consider and report upon the document entitled "Proposed Resolution for a joint address to Her Majesty the Queen respecting the Constitution of Canada" published by the government on October 2, 1980, and to recommend in their report whether or not such an address, with such amendments as the committee considers necessary, should be presented by both Houses of Parliament to Her Majesty the Queen;

That 15 members of the House of Commons to be designated no later than three sitting days after the adoption of this motion be members on the part of this House of the Special Joint Committee;

That the committee have power to appoint from among its members such subcommittees as may be deemed advisable and necessary and to delegate to such subcommittees all or any of their powers except the power to report directly to the House;

That the committee have power to sit during sittings and adjournments of the House of Commons;

That the committee have power to send for persons, papers and records, and to examine witnesses and to print such papers and evidence from day to day as may be ordered by the committee;

That the committee submit their report not later than December 9, 1980;

That the quorum of the committee be 12 members, whenever a vote, resolution or other decision is taken, so long as both Houses are represented and that the joint chairmen be authorized to hold meetings, to receive evidence and authorize the printing thereof, when six members are present so long as both Houses are represented; and

That a message be sent to the Senate requesting that House to unite with this House for the above purpose, and to select, if the Senate deems it to be advisable, members to act on the proposed Special Joint Committee.

**Mr. Deputy Speaker:** When the debate was interrupted at five o'clock this afternoon, the hon. member for Nepean-Carleton (Mr. Baker) had the floor.

**Hon. Walter Baker (Nepean-Carleton):** Mr. Speaker, at the time of the adjournment to which you referred, I had made the point that no one person in this country can rely on his own conviction to adequately and accurately reflect all the conflicting and contending emotions and aspirations of this country.

I put it to the members here, is there any one man who can come before this House and at the same time speak for Newfoundland with its trans-Atlantic traditions which were just changed some 31 years ago or about the frustrations of the seafaring provinces of the eastern part of Canada? Can he fully comprehend and fully understand those things? Can that person fully comprehend and understand the struggle of the people of Quebec to retain their pride of history, language and culture against successive waves of military invasion, commercial displacement and social and industrial change? That is a tall order for any man. Would he understand the Ontario of Toronto or the Ontario that is divorced from Toronto, such as the small town I grew up in which is about as remote from Toronto as is Medicine Hat?