

25 minutes from now the employees of the Government of British Columbia will be declaring their contempt for that whole process and going on strike because the legislation was rammed through with no consideration for the real economic or social interests of the people of British Columbia. I believe there is a direct analogy between that kind of legislation that we have seen in British Columbia and Bill C-155, which is really a sham in terms of trying to deal with the problems of the people of western Canada.

I would like to speak in support of Motions Nos. 55 and 56 which were moved by my colleague, the Hon. Member for Regina West (Mr. Benjamin). Before I begin, I wish to quote a couple of lines from one of the great American poems of the fifties, written by Alan Ginsberg. It is entitled "How". It begins with the lines:

Boxcars, boxcars, boxcars,
I have seen the best minds of my generation destroyed.

Perhaps Ginsberg was a bit prophetic of the Crow debate. I do not know whether it is destroying any minds or not.

This Crow debate is certainly having an adverse effect on the economy of western Canada. The Tories have asked for an all-night sitting, but where are they tonight?

Mr. Mazankowski: I rise on a point of order. One of the reasons the Tory Party asked for an all-night debate was to have the opportunity to debate some of the more important and substantive amendments that have been offered by our Party.

Mr. Deputy Speaker: The Hon. Member is not making a point of order.

Mr. Manly: Mr. Speaker, what the Hon. Member for Vegreville (Mr. Mazankowski) is indicating with his spurious point of order, which was an intervention, is that the Tories have no regard for the Canadian Wheat Board. That is basically what these two amendments are about. They seek basically—

Mr. Mazankowski: Mr. Speaker, I rise on a point of order. The fact is that this Party has a lot of respect for the Canadian Wheat Board, but we are not going to engage in a game of smear and fear.

Mr. Manly: You have it smeared all over you right now.

Mr. Mazankowski: You are smeared from head to toe. You do not know the difference between a Wheat Board and a Fish Board.

Mr. Manly: Mr. Speaker, I would appreciate a bit of order.

Mr. Deputy Speaker: The Chair appeals to Hon. Members. Bearing in mind the hour, perhaps they should refrain from exaggerated eloquence and speak to the motion before the House.

Western Grain Transportation Act

Mr. Manly: Mr. Speaker, I certainly agree with you that we want to try to restrain ourselves and not give way to vile passions.

Motion No. 55 seeks to give the Canadian Wheat Board control over railway cars for the purpose of moving grain. This is where control belongs rather than being transferred to the Minister.

Mr. Malone: Why?

Mr. Manly: The Hon. Member for Crowfoot (Mr. Malone) asks why. I think he will recognize the expertise of the Canadian Wheat Board. They know the grain growing potential in the different regions in the Prairies. They know the specific needs of their customers. They know how the different qualities of grain can be brought together to meet the needs of their customers. Therefore, they should have the opportunity and the responsibility to control and administer the railway cars for the sale of grain.

The Hon. Member for Crowfoot feels that this whole thing is irrelevant. That simply indicates that they do not understand the basic purpose of these amendments. I fail to understand why the Conservatives do not wish to support the Wheat Board instead of seeking greater control in the hands of the Minister.

Motion No. 56 would eliminate Subclause 33(3) which reads:

Notwithstanding anything in this or any other Act of Parliament, the Governor in Council may, by regulation, transfer the administration and control of any railway cars held by the Canadian Wheat Board on behalf of the Government of Canada from that Board to the Minister.

I am sure Members are aware that these cars that are presently held by the Canadian Wheat Board were purchased with money that was held back from farmers at the time that they sold their grain. In effect, these cars belong to the farmers. They are being administered and controlled by the Canadian Wheat Board. Our Party asks what justification there is for this power going to the Minister. Why should it not continue to be administered by the Canadian Wheat Board on behalf of the farmers when it is the farmers and producers of the grain who paid the costs of those cars?

This transfer is a form of robbery. It is a special taxation being imposed on the farmers. If the Hon. Member for Crowfoot feels that this kind of robbery in the name of efficiency is okay, and if that is the philosophy of the Conservative Party, I just hope the Canadian people understand what they are really saying, that robbery in the name of efficiency is no vice.

The cost of these cars should have been borne by the railways initially, yet we find that the railways are always crying poor. They always have their hand out. It is a rather surprising fact that the railways in Canada, after all these years, always seem to be losing money and are always asking for more. Yet the people who own the railways seem to be getting more and more rich while the railways are crying poor. The fact is that the railways have a responsibility to purchase those cars. They did not meet their responsibility. The Hon. Member for Crowfoot and the producers on the Prairies