

Western Grain Transportation Act

farming producers of the country. All my constituents like to eat and want to continue to do so. Agriculture affects everyone in the country. I should have thought that was perfectly obvious.

The purpose of this amendment is to delete Clause 17(4), which reads:

The Administrator, on behalf of the Minister, may enter into agreements to provide for the movement of grain by motor vehicle transport where, in his opinion, such agreements would be in the best interests of the grain producers.

We have heard a little nonsense and we have certainly seen crocodile tears about poor truckers and about more subsidies to truckers. I would like to give an example of what is happening in the trucking industry. This example suggests that it is not the poor little truckers about whom we have to be concerned but about who is behind all this. We have trucking companies now being taken over by CP in anticipation of the House not passing this amendment, going along with the Government's plans and making the trucking industry more profitable.

I would like to refer to an article which appeared in *The Leader-Post* of Regina, Saskatchewan, on September 22, 1983. It reads:

CP trucks announced this week it has purchased four Saskatchewan trucking firms, including one in Regina, which have been merged to form a new company.

The new company consist of personnel, facilities and equipment of Kissner Transport Ltd. of Regina, Lay's Transport Ltd. of Meadow Lake, North Central Expressways Ltd. of Saskatoon—

Mr. Dionne (Northumberland-Miramichi): Mr. Speaker, I rise on a point of order. Clause 17(4) does not deal with the trucking industry. It deals with providing a mechanism by which producers can choose to ship by truck and receive the Crow benefit.

Mr. Benjamin: It has to do with the trucking industry.

The Acting Speaker (Mr. Corbin): I thank the Hon. Member for reminding the Chair of its duties. The Chair was listening attentively to the Hon. Member for Broadview-Greenwood (Ms. McDonald). My contention was that she was leading into the subject matter of the amendment before the House.

Ms. McDonald: Mr. Speaker, that is certainly what I was doing.

Mr. Evans: Nonsense.

Ms. McDonald: If the Hon. Member will let me continue the quotation, I think he will see that it is relevant. I want to deal with this as a system. One aspect of the policy is that it has long-term implications. It affects the trucking industry, rail, the size of communities, rural communities and families across the Prairies. There are many implications. I want to deal with as many as I can in the ten minutes available to me. I would like to suggest how they are all connected. The neck bone is connected to the shoulder bone, etc.

Mr. Cullen: That is a great song but not much of a speech.

Ms. McDonald: We live in a system. What one part does affects the other. There are four companies which have been bought out in anticipation of changes in the Crow legislation. The new company will operate as a wholly-owned subsidiary of CP Trucks, according to the news release. I think that is extremely important. Who would deny the relevance of CP to every discussion we have had on the Crow so far? The article continued:

● (1150)

The agreement, which is conditional on the approval of provincial and federal regulatory agencies—

That is the agreement we are talking about now.

—is scheduled to take effect Jan. 1.

Kissner, who will be general manager of the new company, said the companies will operate much the same as before except under CP Trucks ownership. "Were owned by CP, but we're running it as a separate company totally."

The four firms had revenues totalling \$10 million last year and covered almost the entire Province.

The Acting Speaker (Mr. Corbin): Order. I regret to have to interrupt the Hon. Member but I am beginning to wonder if the Hon. Member for Northumberland-Miramichi (Mr. Dionne) did not have reason in the first place. I have been patient with the Hon. Member and, as usual, have given the benefit of the doubt to Hon. Members who are addressing the amendment.

I should remind the Hon. Member and all Hon. Members that we are dealing with the duties of the Administrator and not the corporate structures of companies. There may be a faint or distant relationship to the subject matter now at hand, but again, as I have mentioned on previous occasions, the Standing Orders, traditions and procedures require that at report stage in the House of Commons we address our remarks specifically to the amendment at hand. This is not an opportunity like the one Hon. Members have on second or third reading stages to wander in many directions, as provided for in the rules. I would invite the Hon. Member to attempt to relate more specifically to the amendment as it is written.

Ms. McDonald: Thank you, Mr. Speaker.

Mr. Benjamin: Mr. Speaker, I rise on a point of order. This subclause relates to motor vehicle traffic in the western region which is made up mostly of the three prairie Provinces. My colleague is speaking about the enlargement of a railway trucking firm in the Province of Saskatchewan that is doing so in anticipation of trucking grain and getting branch lines abandoned. That is the whole point of the Hon. Member's argument. I submit, Sir, that she is perfectly in order when talking about motor vehicle transportation in the western region.

The Acting Speaker (Mr. Corbin): Order. I take at face value the comments of the Hon. Member for Regina West (Mr. Benjamin). Nevertheless, the Chair has an obligation to attempt to relate the remarks being made by the Hon. Member who has the floor to the text of the amendment. I do