

*Order Paper Questions*

Léopold Harvey	Dairy farmer Past and founding President of Federation of Industrial Milk Producers of Quebec (1966 to 70), President of La Chaîne Cooperative du Saguenay	1982	1986
Laurent Mercier	Poultry and grain producer President of Federation of Chicken Producers of Quebec	1980	1984

(c) Remuneration and expenses are fixed by the Governor in Council pursuant to Subsection 15(2) of the Livestock Feed Assistance Act:

## Members

Peter Hannam	\$4,000.00
Hollis W. Duffett	1,875.00
Charles Munro	2,787.50
Arthur Porter	1,625.00
*John F. (Jack) Reams	1,875.00
Léopold Harvey	1,250.00
Laurent Mercier	1,625.00

The members all receive the same per diem of \$125 per day for attendance at meetings of the Committee, plus travel and accommodation expenses.

\*As Secretary to the Advisory Committee, Mr. Reams receives an additional \$100 for the preparation of the minutes of the Board and Advisory Committee meetings.

(d) No other direct funding is provided. However, certain secretariat costs, such as office supplies, stationery, etc., are covered by the Canadian Livestock Feed Board budget.

2. (a) The Advisory Committee advises the Livestock Feed Board of Canada with respect to matters arising under the Act and as are referred to it by the Minister or the Board.

(b) The Committee reviewed: (i) grain and livestock market conditions across the country; (ii) the domestic feed grain policy; (iii) the Gilson report; (iv) Feed Freight Assistance.

(c) It met twice in fiscal year 1982-83, once in Ottawa and once in Montreal. It is required to meet at least once a year at Board Headquarters.

(d) No reports or recommendations of the Advisory Committee were published in 1982-83.

[English]

**Mr. Evans:** Madam Speaker, I ask that the remaining questions be allowed to stand.

[Translation]

**Madam Speaker:** The questions enumerated by the Parliamentary Secretary have been answered. Shall the remaining questions be allowed to stand?

**Some Hon. Members:** Agreed.

## GOVERNMENT ORDERS

[English]

### WESTERN GRAIN TRANSPORTATION ACT

#### MEASURE TO ESTABLISH

The House resumed consideration of Bill C-155, an Act to facilitate the transportation, shipping and handling of western

grain and to amend certain Acts in consequence thereof, as reported (with amendments) from the Standing Committee on Transport; and Motion No. 34 (Mr. Benjamin).

**Hon. Ray Hnatyshyn (Saskatoon West):** Madam Speaker, prior to the luncheon recess I was addressing myself to Motion No. 34 and asking in a rhetorical way what the NDP hoped to accomplish with it. Unfortunately, notwithstanding the fact that they had a number of people stand up and speak to this issue, the answer is still unclear to me. I was making the point that on occasion there are times of legitimate concern with respect to the provision of trucking services to communities in western Canada. I gave the example of the Asquith subdivision in my constituency where communities are now simply folding up. The village of Arelect had handed in its charter as a village because people and businesses are moving out. Now these communities are simply shrivelling up, an unfortunate happening we have experienced in western Canada because of the transportation policies generally of the Liberal Government over the years.

Another area which has been affected in my province is that of the Carleton subdivision. Mr. Justice Emmett Hall, considering the rail line abandonment question, indicated that the Carleton subdivision would not be part of the permanent network but suggested that the elevators remain in towns like Waldheim, Saskatchewan, a thriving and progressive place, and Hepburn, Saskatchewan. These towns are very vital parts of Saskatchewan and of Canada. The suggestion was that the elevators remain and provision be made to truck out the grain from these elevators.

I am glad to say that due to the intervention of people in the area, together with representations made by Members of Parliament such as the Hon. Member for Prince Albert (Mr. Hovdebo), who was there and spoke up on behalf of his constituents as I attempted to do, the western branch of the CTC has now recommended that a good portion of the Carleton subdivision be included in the permanent network. We are awaiting the final decision in that regard.

No matter what we think of the pre-eminence of the railway system in western Canada—and I stand second to no person in supporting proposals and policies which will give us a viable rail network in western Canada and stop this disintegration of branch lines—we have to look to efficient alternatives. I hope the NDP can clarify this for me because all I see this motion as being is a blind, clever-like approach to this legislation. It goes against the interests of the communities I have referred to in my constituency. I have had representations from the Great Lakes Waterways Development Association with respect to the increased cost to the western producer.