

**Hon. Otto E. Lang (Minister of Justice):** Mr. Speaker, I believe the document to which the hon. member refers is a working paper on the technical implications of putting into effect the type of proposals we outlined last August 3 for the long term. We are working on the final decision as to the kind of policy we ought to have without having confirmed that we will go the route of the August 3 proposals. We did want to be sure of our technical grounds and the workability of that proposal and the alternatives we are looking at. This is a document on the technical feasibility of the August 3 proposals and does not indicate a final decision by the government.

**Mr. Speaker:** Perhaps the hon. member for Lisgar might be allowed a supplementary question, following which the Chair will call orders of the day.

**Mr. Murta:** Mr. Speaker, I will ask my supplementary question in two parts. I should like to know whether it is the intention of the government that the Canadian Livestock Feed Board will play a more prominent role in determining supply and demand for domestic grain sold in Canada. Also, will the government be prepared to announce its policy by the end of this month, well in advance of the start of the new crop year so that all may have a good look at the proposals?

**Mr. Lang:** Mr. Speaker, we had hoped to be able to announce the new policy by the end of the month, but it may well be early May or mid-May before we manage to do so. The role of the Livestock Feed Board is being studied and, while no firm decision has been made on that, I think it is fairly obvious that the board will play a more active role in assessing the need for feed grains in Canada and informing the producers as well as the consumers of grain about the way in which sales of grain are progressing and grain is moving.

**Mr. Speaker:** Orders of the day.

## GOVERNMENT ORDERS

[English]

### CANADIAN NATIONAL RAILWAYS AND AIR CANADA

#### PROVISION FOR CAPITAL EXPENDITURES AND GUARANTEEING OF SECURITIES AND DEBENTURES

The House resumed, from Tuesday, April 2, debate on the motion of the Minister of Finance (Mr. Turner) that Bill C-5, to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways System and Air Canada for the period from the 1st day of January, 1973, to the 30th day of June, 1974, and to authorize the guarantee by Her Majesty of certain securities to be issued by the Canadian National Railway Company and certain debentures to be issued by Air Canada, be read the third time and do pass.

**Mr. Speaker:** The hon. member for Winnipeg North Centre (Mr. Knowles) rises on a point of order.

### Canadian National Railways and Air Canada

**Mr. Knowles (Winnipeg North Centre):** Mr. Speaker, I rise on a point of order simply to say that there have been some multiparty discussions and I think you will find there is general agreement for a special order providing that the remaining speeches at the third reading stage of this bill be limited to 20 minutes.

**Mr. Speaker:** Is this agreed?

**Some hon. Members:** Agreed.

**Mr. Speaker:** It is so ordered.

[Translation]

**Mr. Roland Godin (Portneuf):** Mr. Speaker, the bill before us, Bill C-5 intituled: "An Act to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways System and Air Canada" is evidence that some changes have occurred during the year. In the bill introduced in former years, a very significant word was recurring fairly often and that was the word "deficit". In this bill, Mr. Speaker, this term has been replaced by another, namely, "securities to be repaid". This is fairly more sophisticated and seems rather successful.

Mr. Speaker, although the president of our Crown corporation is always very well paid and several officials have chosen for themselves important positions and applied the planning formula, the results are the same, that is we are virtually facing a fiasco as a result of the incompetence and irresponsibility of the management. And we can always expect the same results. For instance, when it comes to planning, we always find the same incompetence in the field of agriculture and transport as well as in the St. Lawrence Seaway Administration or the Canadian National. Following advanced planning, our country which was a major producer and exporter of goods sought throughout the world has become an importer.

• (1510)

The government planned the system. If fixed quotas and, to be consistent with its plans, went so far as paying western farmers not to produce. This same government even penalized eastern farmers for producing too much. It even mobilized inspectors to visit farms and keep an eye on farmers. In my opinion, the shortcomings in planning result from the very fact that most people responsible for planning are "yes-men".

We all know that, in the private sector, one must not be satisfied with following but must lead the way.

[English]

**Mr. Deputy Speaker:** Order, please. I regret to interrupt the hon. member but I think he is being interrupted by some of the conversations that usually accompany the end of the question period. If he would like to rest a moment whilst the House settles down, this period would not be subtracted from his time.

[Translation]

**Mr. Godin:** In private enterprise, as I said, we all know that administration officers develop ideas and put them into practice. Anyone anxious to know the difference between private enterprise and public enterprise does not