

absent. Yet they are here today to move a motion that it be referred to committee. I am not too sure what to expect.

I would like to continue. When the Minister of Transport (Mr. Pepin) changed the Bill he added some crops; alfalfa meal and pellets, mustard seed, sunflower seed, sunflower seed oil and triticale. I do not know where the rationale for the inclusion of these crops originated, or why the Minister of Transport wanted to include only those crops, however, I would simply like to read some numbers into the record.

In 1982, some 125,000 acres were producing lentils, in comparison to 16,000 acres producing sunflowers. In Saskatchewan, canary seed is a specialty crop, and in 1982, some 136,000 acres were used for that purpose, compared to 16,000 for sunflowers. Some people wonder what a specialty crop means. A specialty crop may be defined as being any grain or forage crop other than wheat, oats, barley, rye, flax or canola. Those crops are grown in Saskatchewan to produce a cash flow. Producers have used their own management ability to decide that by growing those crops they can generate more income than they could by growing other crops. That is something I know the Members in the NDP do not understand, but that is also called freedom of choice. That is using the management tools of a manager, a farmer, to grow a crop which will give him more return.

Mustard was grown in western Canada starting back in 1936. Canada is the largest exporter of mustard in the world today. We export to Japan, the EEC and the United States.

I should like consideration given to the inclusion of pulse crops, which are lentils, field peas, fava beans and dry beans. Pulse crop production and marketing is growing yearly in Saskatchewan. Western Canadian production of peas has increased from 53,000 acres in 1968 to 125,000 acres in 1980, and these are not included under the Minister's Transportation Act. It does not seem to make much sense when we hear people arguing against freedom of choice. That freedom of choice as was proposed by the Hon. Member for Vegreville (Mr. Mazankowski) and supported by our Party is one method of taking one of the bad items in the Bill which we want removed and making it positive. It does not require huge administrative machinery, as some would have us believe. The Western Grain Stabilization Program has the exact figures for every permit book holder in western Canada. It would not require a lot of effort and work to put another page in the Canadian Wheat Board permit book. This could be done on the volume that went through the book, and on the yearly average under the Western Grain Stabilization Program.

• (1900)

Let us consider the 31.1 million tonne cap that has been imposed by the Minister of Transport. If it means that farmers in western Canada, after they reach the 31.1 million tonnes, will have to pay the full cost of the movement of Board grains, people will look for other grains to grow, and continue to grow them. By doing so they would receive more money in their hip pocket. If they could receive more money by growing all those pulse crops such as canary seed Lentils, mustard and alfalfa,

they would not dilute the benefit of the Crow on movement over 31 million tonnes.

I find it difficult to adequately express my concerns about this Bill in ten minutes. I hope I will have another opportunity to do so when it comes back to the House. I find it difficult to debate a Bill of this magnitude under closure.

Mr. Dan Heap (Spadina): Mr. Speaker, since the Tories have lost their guts I am willing to speak on this motion. The score now is seven Tories, six NDPs and one Liberal. It shows that the Tories have caved in and they are in fact unwilling to admit that they are supporting the Liberal legislation by refusing to oppose it. I am interested in speaking to this Bill as often as I will have the opportunity.

When I was a child I remember going to court in Winnipeg as a spectator to hear a damage suit against the Canadian Pacific Railroad. This suit arose from an incident in a little railway town in eastern Manitoba where a nine-year old girl going to school had been crushed between some boxcars that were being shunted. On the only day I heard my father speak on a case, he was acting for the family of the girl who had been killed. Of course, if he had not won the case after two or three years of debating it through to the Supreme Court, he would have had to pay the whole cost out of pocket because the father did not have anything, being a railway worker. He also had to deal with the fact that the CPR in the meantime had moved all the witnesses around the country.

The reason I bring this up now is that we are dealing with the same company which has used every means within the law, and a good many means outside the law, not only to cheat the public generally but often to cheat its own shareholders and very often to cheat its own workers. In this particular lawsuit, the company was finally found to be at fault in as much as it failed to put a brakie on the leading end of the boxcars being shunted. Had there been a brakie there, there would have been no accident.

At that time the company had the gall to argue that it had no obligation to have the brakie as far as the little girl was concerned because she was a trespasser. This occurred in a little railway town where this girl was following a beaten path from her home to school which she and others had followed every day for months. However, the company was shunting boxcars on that day and it claimed that the laws this country had passed specifically to regulate the railroad did not apply to the railroad because to this little girl was trespassing.

The Supreme Court finally threw that silly argument out and referred the case back to the court in Winnipeg where it was to be heard by a jury. When the company found that it was up against a jury of 12 Canadians, it caved in. It knew it had lost and decided to settle.

The point I am making is that this is a company which has savagely robbed and risked the lives of Canadians ever since it was chartered in 1881, which is almost the entire history of Canada. It is continuing to do so today.

The company has the same hold on the Liberal Government now as it did on the Conservative Government of John A.