

Western Grain Transportation Act

that we tipped over the outhouse; he meant to say that we tipped over the "Althouse".

The Acting Speaker (Mr. Peterson): Do I understand that the Hon. Member is naming another Member of the House?

Mr. Malone: No.

The Acting Speaker (Mr. Peterson): We will have no more of that tonight in this House.

Mr. Kristiansen: Mr. Speaker, I am glad that you treated the Hon. Member's intervention with the dignity it so obviously deserved. It was really a pleasure to hear that. Whether they want to roll in it or climb out of the hole, that is up to them. Hon. Members of the Conservative Party have done a very effective job so far of digging themselves into a hole, especially on this issue. I will wait with some interest to see how they manage to rise from it.

Mr. Taylor: We do not have it all over our face, anyway.

Mr. Kristiansen: It is surprising, because they certainly spend a lot of time trying to stand on their heads. However they manage it, it is up to them.

I will return to Motions Nos. 55 and 56 because I know Mr. Speaker wants me to be relevant. Of course Motion No. 55 stands in the name of the Hon. Member for Regina West (Mr. Benjamin). The intent of this Motion is to give control over the allocation of railroad grain cars to the Canadian Wheat Board. For the reasons of facilitation of sales, knowledge of the location and grade of grains, protection of the block system, et cetera, the Canadian Wheat Board should have these cars under its control. We think the purpose of this amendment is rather self-evident. Some of the ground referring to it has been covered in previous discussions.

Motion No. 56 also stands in the name of the Hon. Member for Regina West. The intent of this amendment would be to remove the ability to transfer the administration and control of grain cars owned by the Canadian Wheat Board to the Minister of Transport (Mr. Axworthy). If we transfer the administration and control of these cars, effectively we are transferring the ownership of the cars. It is our contention that the Canadian Wheat Board should have control over the shipment of grain and the allocation of cars. Therefore, these cars should remain under the control of the Board.

● (0230)

These cars were paid for out of the producers' pool fund. In other words, grain producers received a smaller payment for the grain sold on their behalf by the Canadian Wheat Board because some of the revenues derived from the sale of their grain went to the purchase of these cars. To transfer administrative control of these cars from the Canadian Wheat Board to the Minister of Transport is effectively to expropriate them from the producers without compensation or, viewed in another way, to levy a discriminatory tax on producers that has not received the approval of Parliament.

Our friends on the Government side and in the Conservative Party might want to ask themselves whether they want to set a precedent whereby the Minister can expropriate or levy taxes through regulation. Today I would ask, if it is the Canadian Wheat Board that is having its cars effectively expropriated without any compensation, and expropriated by regulation and not by any deliberate act of Parliament, then who is next on the hit list? There are hundreds of cars owned by forest product companies across Canada which they have had to purchase because the railways were not doing their job. Will they be next at some point? Will it be the cars owned by B.C. Rail? Who is next on the list?

What kind of precedent are we establishing by allowing the Government, through this legislation, to expropriate without compensation, and to expropriate without legislation because it is all to be done by a regulatory process? You have to wonder if the new Liberal and Conservative slogan is that extremism in the pursuit of avarice is no vice. How far are they going to go in this kind of grab over what the farmers of western Canada have paid for, such as cars? They have indirectly paid for them. To be sure, they have been paid for by their labours over years and years. It should have been argued before.

That case has been made not only by members of this Party, but by many other Hon. Members over the past number of years, that it was the Government of Canada and the railways that should have purchased these cars in the first place. Because of the failure of Governments and the failure of the railways in this country, whether it has been cars of the Canadian Wheat Board or forest product companies or whoever, that has not happened. Now we are going to make some kind of illegitimate power grab to seize something that we have not paid for, and to seize something for which we are not even providing any legislative framework. We are allowing a bunch of bureaucrats to seize by regulation something that does not belong to them.

We in this Party believe that that kind of action is wrong. It is illegitimate. Even though it is the day after Hallowe'en—I think it is called All Saints Day—I suspect that this kind of trickery and chicanery will not be forgiven. As sure as last night was Hallowe'en, the great pumpkin will indeed rise from the pumpkin patch and wreak his vengeance on Members to our right and on Members across the way as well.

Mr. Jim Manly (Cowichan-Malahat-The Islands): Mr. Speaker, I expect a little bit of enthusiasm from my colleagues. Certainly we have not seen much enthusiasm from the Tories this evening. It is rather ironic that they should call for an all-night sitting and yet, on important amendments, they have been silent. This reminds me very much of their blood brothers in British Columbia, the B.C. Social Credit Party, who called for an all-night sitting of the Legislature. They rammed through legislation without even bothering to speak on it. Their leader can only make such speeches before the television cameras rather than appearing in the legislative assembly to defend his legislation.

It is important to note that, as a result of that hasty ill-considered legislation in British Columbia, in approximately