

### *Grain Transportation*

Trunk to haul the grain from Saskatoon to the Lakehead. I am not aware that the section has ever been used since.

By updating the section to include all ports, and by engaging the activities of the Canadian Wheat Board, this section could be used in any future grain crisis with positive effect.

The most recent crop year saw an improvement in grain movement because of the additional hopper cars provided, not by the railroads but by the taxpayers. If, as the Minister of Transport (Mr. Pepin) indicated, the CNR or CP started rationing transportation capacity to blackmail the people of western Canada, the Canadian Wheat Board under the provisions of my bill could step in with this new section to stop any such nonsense.

● (1610)

I want to give a couple of reasons why I believe my colleagues in this chamber should support this bill. It has two parts, first it gives the Canadian Wheat Board power to co-ordinate grain transportation as recommended by the Hall royal commission, and, second, it updates the section of the Railway Act dealing specifically with grain movement to include Churchill, Prince Rupert and Vancouver as well as the Lakehead.

Now, even if some hon. members cannot agree with all parts of this bill, I would ask them not to talk out the bill but to let it go to the committee on Transport where we can find common ground and at least make some changes to which a majority of the committee, if not all, can agree.

While transportation of grain by rail is relatively smooth at the moment, this new section can deal with new problems that will undoubtedly come up as the railways scrap more of their rolling stock or go on strike against the statutory grain rates. This section could have prevented the Churchill shipping season foul-up in 1980 when the railways refused to interchange traffic until it was too late.

I hope, Mr. Speaker, that the government and official opposition will agree that this matter needs to be pursued further in committee and by the government, and that the kind of powers not presently enforced by the CTC when it comes to grain movement should be transferred to the Canadian Wheat Board and be extended, not only to Thunder Bay, but to the ports of Vancouver, Churchill and Prince Rupert.

**Mr. Gordon Taylor (Bow River):** Mr. Speaker, I want to lend my support to this bill, and while I have some reservations about everything that the Canadian Wheat Board is doing today, I like this motion, provided it does not interfere with the work of the grain co-ordinator. If responsibility is divided, it will be difficult to put your finger on anyone when the system breaks down. Someone has to have the over-all responsibility and, as I understand the work of the transportation co-ordinator, he should be co-ordinating the work of the CTC, Canadian Wheat Board, pool elevators and the railways in order to service the farmers.

Under the present act, the authority of the company is limited. The CTC has the authority to order the railways at a certain time of year, as follows:

—after the close of navigation on the Great Lakes and before the next harvest, and grain in certain sections or districts cannot by reason thereof be marketed—

That provision does not appear in the amendment, and I agree with that.

If the CTC is to have certain authority, then it should have it throughout the entire grain-moving season, not just when certain things break down. So the amendment is far more wide-sweeping and is designed to move the grain which is something to which we have to direct our thoughts, programs and administration very much more than we have been doing.

I would like to suggest to the government that one of the major concerns of people in the west is this apparent lack of interest in moving their grain. Every year we have bottlenecks and problems. Any ordinary business has to have a cash flow, and that includes farmers. They have to have cash coming in to keep operating. When they have a quota today and the elevator is jammed, the grain is not moving, they have to find other ways, because they do not have a payday every two weeks or every month on the farm, particularly grain farmers. This problem is very frustrating, not only for the farmer but for his family.

Recently I held a meeting in the Lomond district of my riding where close to 100 farmers appeared. The elevators there were jammed full and the farmers could not deliver their quotas, so in order to get the cash flow they had to haul it to another elevator where there were cars but no grain. Surely that is a matter of co-ordination.

If there are cars at Cluny and no grain, and the reverse at Lomond, it does not seem very difficult for someone to co-ordinate that and avoid putting the farmer to the expense of hauling his grain an additional ten, 20, 30 or 40 miles. It is pretty frustrating for these farmers.

So I arranged a meeting as I felt the authorities should know what was going on. The farmers were not going to be abusive; they just wanted to move their grain. I invited representatives of the Wheat Board, the CPR, the grain co-ordinator, representatives of the wheat pools and the Departments of Transport and Agriculture. The federal and provincial Ministers of Agriculture and the federal Minister of Transport (Mr. Pepin) took an excellent view of this. At this meeting the farmers were able to get some information and the authorities were told of the farmers' concerns.

What most annoyed me, however, was the fact that the Canadian Wheat Board was the only one to refuse to send a representative. They took the attitude that they held meetings when they wanted to and there was going to be a meeting in the Vulcan area, 50 kilometres away, the following week, so they would not bother attending this meeting. The ministers found time to have someone there, as did the CPR. The deputy co-ordinator was there. I was very disappointed in the Canadian Wheat Board. Surely this organization, created by the farmers, should have been the first one to say: yes, we want to