

## CONSUMER AFFAIRS

EXCESSIVE PROFITS IN FOOD INDUSTRY—MOTION UNDER  
S.O. 43

**Mr. Lorne Nystrom (Yorkton-Melville):** Mr. Speaker, my motion arises out of the study which was issued today by the Centre for the Study of Inflation and Productivity, which states that in the last 18 months, profits by food companies have increased by some 63 per cent, much faster than labour cost inputs. I would move, seconded by the hon. member for Winnipeg North Centre (Mr. Knowles):

That this House ask the government to instruct the corporations involved to roll back those food prices which have been artificially inflated by excessive profits in the food industry.

**Mr. Speaker:** Is there unanimous consent to this motion being presented under the terms of Standing Order 43?

**Some hon. Members:** Agreed.

**Some hon. Members:** No.

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## PUBLIC SERVICE

CONSULTATION WITH UNIONS ON COLLECTIVE BARGAINING—  
MOTION UNDER S.O. 43

**Mr. Howard Crosby (Halifax-East Hants):** Mr. Speaker, I rise, under the terms of Standing Order 43, on a matter of urgent and pressing necessity affecting the Public Service of Canada.

The public service has been in a state of turmoil and depression since the presentation of the measures contained in Bill C-28 and because of the failure of the past president of the treasury board to consult with the bargaining agents for the public service on changes in the laws affecting public servants. Since the new President of the Treasury Board (Mr. Buchanan) has now declared his intention to respect the concerns of the public servants of Canada, I would move, seconded by the hon. member for St. Boniface (Mr. Hare):

That the government direct the President of the Treasury Board to convene immediately a meeting with the officers of the Public Service Alliance and other bargaining agents for the public service for the purpose of establishing a consultative process to consider proposed changes in the laws affecting public servants and any amendment to the Public Service Staff Relations Act relating to collective bargaining.

**Mr. Speaker:** Under the terms of Standing Order 43, unanimous consent of the House is required before the motion can be presented. Is there such consent?

**Some hon. Members:** Agreed.

**Some hon. Members:** No.

## Oral Questions

## ORAL QUESTION PERIOD

[English]

## CANADIAN WHEAT BOARD

PURCHASE OF HOPPER CARS BY BOARD—CONSULTATION WITH  
RAILWAYS

**Mr. Frank Hamilton (Swift Current-Maple Creek):** Mr. Speaker, my question is addressed to the Minister responsible for the Canadian Wheat Board. There are presently some 360,000 tons of grain in transit to the west. That represents about 5,000 grain cars: many of them are only two-thirds full. Some were 1,000 bushels short because they were misdirected to branch lines which could not carry them.

As Canadian Pacific Railway has declined the government's offer to fix up 1,000 grain cars, saying they were not needed because its grain fleet was sufficient, I should like to ask the minister whether he discussed this proposed purchase by the Wheat Board of up to 2,000 hopper cars with the railways, and whether he is satisfied that these additional cars are really required.

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, the question of the number of cars which may be required is a very complicated one having to do, first of all, with the manner of using the cars; how many times, for instance, they are turned around between the prairies and Thunder Bay or the west coast. There can, therefore, be a number of opinions as to the number of cars required.

There is a further question which arises: do you have just enough cars to manage the ordinary heavy movement, or do you have additional cars to manage high peak movement when that is required, even though it be for only a five or six-week period?

● (1417)

The railways, particularly CP, have been arguing that the required number will be available, but I am not at all sure that I agree with their judgment. I reported back to CP and urged them again to enter into a rehabilitation program for 1,000 boxcars. We will be taking that suggestion to CN to see if they will enter into a further agreement with regard to rehabilitation.

The point is that the judgment about how many cars are required is a difficult one. I am satisfied that additional cars will be required in the fairly near future. Whether that will be in six months, 12 months or 18 months is the only question, because of the volume of grain that will be involved. The Wheat Board, obviously, did not want to take the chance of not having those cars so it made a judgment in favour of ordering up to 2,000 cars. I am sure the board will be mindful of the fact that there might ordinarily be an obligation to pay demurrage charges, and additional cars might avoid some of those charges.

**Mr. Hamilton (Swift Current-Maple Creek):** Mr. Speaker, we are well aware that the grain cars in service now average 18