

shipment of lumber and other commodities to eastern Canada and back to western Canada. In conclusion, let me indicate that the Bill before us is important. Also it is important that the Canadian Wheat Board maintain control over the distribution of cars.

Mr. Rod Murphy (Churchill): Mr. Speaker, I would like to continue debate on the amendments which have been put forward by the New Democratic Party. The intent of the amendments before us at this time is to protect the integrity of the wheat shipping system in Canada. We are concerned that there is only one group within Canada that has the expertise and the knowledge to look after the allocation of grain cars. We believe that that group is the Canadian Wheat Board. More than any other group it has an understanding of the grade of grain and a knowledge of the location of various grains, as well as some knowledge of the different ways of facilitating sales.

With that in mind, we do not understand how the Minister of Transport (Mr. Axworthy), whether it be this Minister or any other Minister, can be the one who makes adequate decisions with regard to the allocation of rolling stock. Many grain cars are already owned by the Canadian Wheat Board. They have been paid for by the farmers of Canada. This means that the Act, in its present form, would confiscate the property of producers. It is very important to remember that fact.

These cars, the allocation of which would be taken away from the Canadian Wheat Board, were purchased by farmers by reason of the fact that they received less for the grain they sold in the past. At present the Government is participating in a form of expropriation. One of my concerns is that the Bill gives the Minister of Transport another role in addition to the ones that he already holds in the shipment of grain. It will really increase the number of different levels of people within the bureaucracy.

I mentioned earlier in the debate on a previous amendment that one of the problems faced in western Canada was that VIA had a contract with CN and CP. This creates a problem because we have one Crown corporation, VIA, looking after passenger travel, and another corporation, with its private enterprise like CP, or its public enterprise like CN, having control over the rolling stock, train schedules, et cetera. For that matter, earlier today I pointed out that even the master agreement between CN, CP and VIA was something about which we have no real knowledge. For example, CN can say that its costs are at a certain level for the movement of cars and charge VIA proportionately. In other words, VIA has no right to know why it is being charged so much, or whether or not it should really be paying those rates.

I can see the same problem existing if we have a system wherein the Canadian Wheat Board has a certain level of responsibility and there is someone in the Minister's office—we all know that it will not be the Minister—or someone working with the Government who will have a special office and will also make decisions that may be quite different from

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those of the Wheat Board. There should be a centralized control of the shipment of grain within the country.

I have argued before in the House that one of the problems at the present time is that there is no interchange agreement between CN and CP.

I would like to refer to the Port of Churchill, if I may. Grain in the northeastern part of Saskatchewan is closest to the Port of Churchill. However, because CP does not have tracks going to Churchill and CN does, the grain crosses the CN line and goes to Thunder Bay, many more miles away. However, at the present time there is no interchange agreement. Therefore, CP controls that grain, even though it would be much better for farmers if they could go to the nearest port. For that matter, only once in history has CP given up its right to take grain over its own tracks.

My concern is that the system will continue to be a hodge-podge. Instead of giving one person or one agency responsibility for the transportation and sale of grain, which I believe should be the Canadian Wheat Board, the Government will add another level of inadequate decision making.

We face a similar problem in many different areas. The Government just wants to create another group to share the blame, and not really share the burden. It will create more of a problem without solving the problems which are already faced. We cannot really accept that. For those reasons I urge the House to vote in favour of the amendments of the New Democratic Party because we are trying to ensure that we have an efficient and comprehensive transportation system in Canada for the exportation of grain.

Mr. Lyle S. Kristiansen (Kootenay West): Mr. Speaker, it is a pleasure to speak in the wee hours of the morning, especially following Hallowe'en. This night of the year seems particularly appropriate to the shenanigans which have taken place in the House of Commons over the last few hours.

Before getting into the meat of my remarks on Motions Nos. 55 and 56, I would like to deal with the scenario which developed when the Conservatives came to the door of the New Democratic Party yelling, "Trick or treat". We did not feel it was appropriate to move to their last minute, out of order amendments, and therefore we denied them that permission. At that time we did not think that their under-performance in defence of the people of western Canada and the farmers of the prairie Provinces really warranted a treat, so we said, "trick", and they did. With their usual lack of imagination, the trick to which they resorted was basically the old one of overturning the outhouse. Unfortunately, as they tipped it over, they fell into the hole. Now they are desperately groping around, trying to climb their way back out of the hole they created.

The Acting Speaker (Mr. Peterson): Order, please. I believe we are talking about rolling stock, not that other type of utility.

Mr. Malone: Mr. Speaker, I rise on a point of order. The Hon. Member who has the floor just made a mistake. He said