

companies, by the producers and we hope, by the railways, with incentives and penalties being included in the legislation.

Although the whole process was not perfect, we were moving toward that particular goal. But all that has fallen apart now, it has happened because of political reasons.

The winner, and this is what we are talking about in the second reading debate, will be the Quebec livestock industry. To a lesser extent, I suppose, although not much of a lesser extent, another winner is the Quebec farmers. They have spoken with a united voice against the West's divided voice. The Government's politicians have listened to that united voice instead of the divided voice. We cannot be critical of that, I suppose. The Government acquiesced to that united voice from the Province of Quebec.

The losers in this whole process will be western Canadian agriculture and western Canada as a whole. More specifically, the western livestock industry will lose. The Minister has admitted, and indeed many others have admitted, that the livestock industry will be losers to the tune of \$3.5 billion to \$4 billion between now and the early 1990s. Another loser is the western processing industry because it will not see the diversified type of processing we had hoped to see. Another loser is the rail system in western Canada. What we are dealing with now is a system in which incentives will be hard to build in because basically we are maintaining the status quo. The losers will be the western farmers and the railway system. I believe that in the long run the elevator companies also will be losers if you take away their vested interests. No one can criticize them when they have literally hundreds of millions of dollars invested in a particular segment of the economy.

The big losers, though, will be the young farmers, especially those on the Prairies, and also the young people wanting jobs in the secondary agricultural industry in western Canada. Those jobs will not be there. The livestock industry is doomed to being continually shifted to eastern Canada, primarily to the Province of Quebec. As I said before, the reason that western Canada is that loses it has once again spoken with a divided voice for a whole series of reasons. I cannot go into them because of time restriction. The beneficiary is the Province of Quebec because it spoke with a united voice and was able to capture the attention of the present Government. Because of that, Bill C-155, without substantial amendments, is unacceptable.

I have a great deal of sympathy for the Minister of Transport (Mr. Pepin), not only for his position but for him personally. He is a good friend. He has tried hard and has probably tried harder than most people in the House realize to bring the sides together. I shall come to a conclusion now because I hope we will get into this subject in greater detail in committee.

Mr. Benjamin: Do you want to bet on that? The Government will bring in closure in committee too.

Mr. Murta: I think we were close to achieving a relatively satisfactory Bill. With a Bill as complicated as this one you cannot please everybody. On the other hand, however, at the present time this Bill falls short in many areas. To impose

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closure now after what will be only four day's debate adds insult to injury. It is like rubbing salt in a wound. For Members who have waited literally for ten years to speak on legislation such as this, as the previous Member indicated, only to find they are unable to express themselves fully is disheartening, to say the least.

Hon. Ray Hnatyshyn (Saskatoon West): Mr. Speaker, when my grandparents on both my mother's side and my father's side came to this country from the Ukraine in the early years of this century, they came with the dream that they could establish, together with their families, farming enterprises to last for decades. They did establish farms at Wroxton and at Canora in Saskatchewan. The Wroxtons and the Canoras of Saskatchewan have served this country very well.

Indeed, our rural towns and villages have retained a quality of life and a sense of community that our cities can only hope to match. In many ways, our traditional values are best protected by our support of the rural way of life. Many people say now that the issue of the Crowsnest freight rates should be examined in cold economic terms. The Minister himself has criticized opponents of his plans to destroy the Crow as reactionaries. It has been suggested that in the arguments of those who oppose these plans passion has displaced reason.

That this is a passionate cause there can be no doubt. That it is controversial, there can be no question. But it is, Mr. Speaker, passion based on reason. It is a cry from rural Canada, from our farming communities, to wake up to the reality of what we do when we tamper with the Crow.

There is no question that improvements must be made to the grain transportation system. Bottlenecks occur at the terminals and they occur on the rail lines themselves. To some degree the system is antiquated and needs an injection of new money. But where should those funds come from? I suggest to you, Mr. Speaker, that it is the wrong time to ask the farmers of western Canada to make a major contribution to the transportation of grain.

• (1540)

Net income of western farmers in 1983 is expected to decline by 15 per cent to \$1.661 billion from \$1.955 billion in 1982. Operating costs, while virtually staying the same this year as last, have just come through a period of incredible inflation. The costs of sprays, fertilizer, seed, equipment, land, interest expense and buildings have risen by 73 per cent in the last five years. The price of wheat is less than 9 per cent over what it was five years ago.

The farmers of western Canada have not been immune from the world-wide recession. Yet the Minister insists upon imposing a measure which will remove by 1990 nearly \$1 billion annually from the pockets of western farmers. As I pointed out earlier, farmers can expect a net income for 1983 of only \$1.66 billion. If the price of wheat increases at the rate it has over the last five years, by 1990 the new freight rate will gobble up over 50 per cent of what would have been net income for western farmers. Simply put, 50 per cent of the funds that