carried through properly or if the government going to ask for pay-backs at a later time.

When the government placed the GST ads in newspapers, we suggested that it was overlooking the view of Parliament. With this it seems much worse. The actions were put in place nine months before the bill was debated in the House of Commons and that is a shame. The government has suggested there will be a saving of $40 million. That is misleading. It is a false saving. If the maritime economy suffers, as it has, then we must pay unemployment insurance to help those who have been foisted out of their jobs. We have to look at the extra costs to the producers of chickens, pork and beef who have to pay extra funding for the grains that they feed to their animals. Then, somebody else is paying the bill. Much the same way that the finance minister foisted expenses on to the provinces, he is again here foisting expenses onto other areas of government and foisting expenses on to other production areas in the maritimes. It is costing somebody that extra money. Certainly it is costing in the wrong way, a non-productive way.

We need to have programs in this country which really bring about better production, not cut jobs, not cut security, not cut agriculture. The maritime economy has been very hard hit lately. We all know that. Adding extra costs to the livestock and poultry feed costs is no option. The loss of milling quality wheat in the maritimes will result from this bill. When we are already suffering the loss of VIA Rail, losses in the fishing industry and high unemployment, that is very unacceptable to me and I am certain it is unacceptable to you, Mr. Speaker, that the government now foists another problem on the maritimes.

Ontario will also be affected. The Ontario Wheat Producers Marketing Board has made its comments on how it will be affected. All of Canadian agriculture will suffer, particularly at this time. We face low prices and we face a great deal of pressure and demand from the U.S. free trade agreement. We are suffering as a result of world subsidies on grains, and certainly as a result of the battle between the United States and the European markets.

Why is Canada at this time taking away the support we had for this very valuable agricultural industry and pushing the farm community aside when our counterparts are doing just the opposite? The U.S. is more highly subsidizing. Certainly, I know of no program where it has taken away the profits, the subsidies, the help that it has given its farmers. Was it an agreement that was made before? Is it just the realism of the free trade agreement that is coming down on paper, things that we were not aware of that were discussed and put in motion in 1988 which are now being placed?

I am not clear, but as I look at our budgets, as I look at what is happening to agriculture and as I look at the pressures that are coming through Canada, I feel very strongly that Canada, particularly in agriculture and transportation, is strongly under attack.

**The Acting Speaker (Mr. Paproski):** Questions or comments? Since there are no questions or comments, debate.

**Mr. Bob Speller (Haldimand—Norfolk):** Mr. Speaker, I rise today to speak on Bill C-26, an act to amend the Railway Act with respect to the grain and flour subsidies.

This bill before us is but one in a series of measures announced in the 1989 budget by this government, which has the effect of harming Canadian farmers, dismantling piece by piece the underpinnings of orderly agriculture marketing, and abandoning Atlantic Canada once again.

Like many other pieces of legislation introduced by this government, the elimination of the at and east subsidy is ill-conceived. Like many other pieces of legislation introduced by the government, this bill has as much to do with this government's mistaken approach to free trade as it does with deficit reduction. The way in which this government has proceeded with this measure is an insult to our respect for democracy and the rule of law. In the strictest sense, the at and east program allows for the shipment of grain and flour to ports east of and including Montreal, by rail, at a fixed rate. The program's cost is $40 million annually.

In a report by the Ontario Wheat Producers Marketing Board we read about the at and east: "In due consideration of the economics associated with the at and east program, as applied to the total marketing process, the Ontario Wheat Board considers the program to be invaluable to its operation and to the interests of all facets of the industry". It went on to say that for the amount of dollars extended in the subsidy program, it