

greater number of bushels over a year that can be delivered to port, I have just forgotten the figure.

● (2240)

I can understand why the Hon. Member for Regina West did not debate his two motions too strongly. I do not believe there are very many people on the Prairies who would agree with his motions. The co-ordinator has operated very well in the past. The new Bill suggests that that institution remain, that it be given the powers to see that cars are allocated in an efficient manner and that efficiency continues to operate in the system.

I conclude by saying it is no wonder the Hon. Member who just spoke tried to tie into the Conservative Party, because when you look at the motion the NDP just moved, that Party is trying to get Members who are now debating off their motion and on to other areas. We will not forget very quickly the motion that the NDP moved by unanimous consent to destroy the Crow.

**Mr. Jim Fulton (Skeena):** Mr. Speaker, I am pleased to have an opportunity to enter into this debate and to know that the people who are watching, or who read the proceedings later will know that the comments made by the Hon. Member for Wetaskiwin (Mr. Schellenberger) are, like most of what the Tories have been putting on the record, just a lot of hot air.

The two amendments which have been proposed by my colleague from Regina are very important, particularly for constituencies such as mine or for elevator systems. The most modern and largest grain elevator being built in Canada, one of the largest in the world, is in Prince Rupert. As most Members know, it is by far majority controlled by the Saskatchewan and Alberta Wheat Pools. I know the position of those two pools. They do not like Bill C-155. They have managed one way or another to take some of the Tories to task for the flim-flam position they are taking. I am sure they will take them to task for the same flim-flam that they are putting up about this proposal tonight to try and get some press and try to get the message out that the NDP are planning to break the Crow. Any farmer or producer on the Prairies who reads our amendments, who reads any of our speeches or who speaks to any of us, knows that the one thing we stand for fundamentally in terms of the overall legislation is no change to the Crow. The Tories are in favour of change. None of them dispute it. They are in favour of five times Crow. They should be standing up in the House and saying that rather than doing what they are doing, which is trying to use smoke, mirrors, rhetoric and falsifying various pieces of information which they bring forward in the House about what their position really is. I think they should really tell the truth, Mr. Speaker.

**Mr. Malone:** Mr. Speaker, I rise on a point of order. The Hon. Member for Skeena (Mr. Fulton) just said that Members of the Tory Party falsified information. I challenge him to document that. I dare him. I doubt that he could at all make the claim—

### *Western Grain Transportation Act*

**Mr. Deputy Speaker:** The Hon. Member is not making a point of order. He will shortly be recognized for purposes of debate. The Hon. Member for Skeena (Mr. Fulton).

**Mr. Fulton:** That is right, Mr. Speaker. When I say the Tories have been using false information in the House, people know it is true. The Hon. Member for Crowfoot (Mr. Malone) is trying to deny that through the back door.

The two amendments that are before the House are very important in terms of the allocation of grain cars. I think it is important that perhaps some Members on the Government side explain why they will vote against them. I think Canadians have some right to know where Members of the governing Party are coming from in voting against all of these amendments that will come before the House tomorrow.

The Minister of Transport (Mr. Axworthy) has come up with various proposals, again trying to use his own smoke and mirrors in western Canada by saying he is proposing some kind of a safety net. One part of a safety net which the Government could support and which the Tory Party could support is contained in these two amendments. Let me take a moment to go through both of them. As anyone can tell when they read them, they dovetail. They intend to achieve the same purpose.

The first amendment, Motion No. 55, is to give control over railroad grain cars and the allocation of them to the Canadian Wheat Board. We know that the Liberal and Tory tag team are attempting to take away historic control over grain car allocation from the Wheat Board to provide it either to the Minister or to the Administrator, so that the private grain trade can get more cars and the entire nature of grain movement and grain transportation in Canada can be shifted more quickly into the hands of a few people out to make a quick buck rather than give it to people interested in the producers. They do not think about the enormous value grain production and its export has for Canada and our balance of trade.

There are a number of arguments for control. The chief of these is that the Canadian Wheat Board, for reasons given by my colleagues on many former amendments, including myself, in terms of the facilitation of sales, the knowledge of the location of grade of grains and the protection of the block system, should have these cars under its control.

Motion No. 56 flows directly from that. This amendment would remove the ability to transfer the administration and control or the ownership of those grain cars presently owned by the Wheat Board to the Minister of Transport. I would be interested to hear from these two Parties who claim to be the great front runners for free enterprise in Canada. For example, the Hon. Member for Vegreville (Mr. Mazankowski) knows a little bit about cars, used cars in particular but cars in general. Would he like his own personal car transferred to the Minister of Transport so that the Minister could drive around and use it? The Hon. Member for Vegreville pays the insurance, pays for the purchase of the car, pays for the new tires, greasing and any motor work that has to be done. But who actually uses the car? The Minister of Transport.