

Private Bills

growth which has taken place and the fact that they have reached the point where they feel it is necessary and desirable to seek additional capital for further expansion, is an indication of the continuing worth of this farmer-owned organization to its customer members.

For all these reasons, Mr. Speaker, and because this company looms large in my earlier recollections, I thought I should like to say a few words in support of the bill which has been placed before us by the hon. member for Calgary North.

Mr. Frank Howard (Skeena): Mr. Speaker, I should like to say substantially what the hon. member for Comox-Alberni (Mr. Barnett) has said with respect to the proceedings concerning the bill. We are completely in agreement to waive the rules in this instance and consider the matter in committee of the whole house in lieu of sending the bill to a standing committee. If I might be permitted to transgress, I think we could have done this a few moments ago because quite often by unanimous consent the house waives the rules and makes special orders in respect of things which are to occur in the future. It is within our ambit of authority to agree unanimously that after second reading the bill be referred to committee of the whole house for consideration. However, that is another question and I merely make that comment in passing.

● (6:20 p.m.)

I notice that United Grain Growers is seeking to increase its capitalization by some \$4,500,000 for purposes of expansion. It operates some 600 elevators in western Canada as well as two terminal elevators, one at Port Arthur and one at Vancouver. In the light of the heavy grain sales of recent years to the Soviet Union and to the Republic of China, it seems to me that recognition has been given to those sales and undoubtedly to the necessity of increasing the capacity of terminal elevators.

Not long ago the Canadian government decided not to proceed with a proposal to expand the facilities of the terminal grain elevator at Prince Rupert which is operated by the Board of Grain Commissioners. I should like to urge the United Grain Growers, if they are thinking in terms of using some of the \$4,500,000 to extend and modernize terminal facilities, to give consideration to the advantages of establishing terminal facilities at Prince Rupert. I point out the opportunity there resulting from the Canadian

government's decision to change its original intention in this regard.

The terminal facilities at Prince Rupert were built some years ago but were designed in such a way as to facilitate easy expansion. Docking facilities were provided in 1926 in anticipation of the capacity of the terminal elevator in Prince Rupert being doubled. There is an opportunity in this area for co-operation between the United Grain Growers and the Canadian government to expand terminal facilities. Prince Rupert is some 400 or more miles closer to the Orient than the port of Vancouver. It is located at the railhead of the C.N.R. and the elevator has a storage capacity of something less than one million bushels. These facilities could very easily be expanded and I am sure the people of Prince Rupert would welcome such an expansion. I make this suggestion in passing because of the reluctance on the part of the government to deal properly and adequately with a recommendation made some years ago that the facilities in Prince Rupert be expanded.

In general terms we look with favour on companies with a corporate structure similar to that of United Grain Growers Limited because they operate to some extent on the principle of co-operative ownership in that the people who own these companies are producers and have a greater say over the distribution and marketing of their products. That is in essence one of our concepts of public ownership, namely, that if people are given a greater say and greater control in their own economic affairs our society and economy will be much better off. It is for that reason we look with extreme favour on the bill currently before us. We wish this company well in its operations, and I personally urge it once again to look at the possibilities of establishing a terminal facility at Prince Rupert. I am sure the area generally would welcome such a plan, particularly inasmuch as the government itself has been reluctant to consider Prince Rupert as a shipping port.

· Motion agreed to and bill read the second time.

Mr. Speaker: I understand that the hon. member for Calgary North has suggested that standing orders 102 and 105 be suspended to allow this bill to be referred to the committee of the whole rather than to the Standing Committee on Miscellaneous Private Bills. Is that agreed?

Some hon. Members: Agreed.