

ear to ear under this new proposal. If we allow a dying Government to impose closure on something which affects most directly an alienated part of Canada, the Prairies, at a time when we should bring them together with Quebec because of their common interest in protecting our resources, then this Parliament will not give justice.

As the Speaker gave her ruling today, we heard the rolling of the guns for the Royal Salute. In my mind I spoke the old Latin expression which translates into English as "Though the heavens fall, let justice be done". Justice was not done today, Mr. Speaker, in this House.

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## PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

**The Acting Speaker (Mr. Blaker):** It is my duty, pursuant to Standing Order 45, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the Hon. Member for Lethbridge-Foothills (Mr. Thacker)—Crown Corporations—Certification of 1981 financial statements. (b) Inquiry respecting possible representations made to auditing firms; the Hon. Member for Temiskaming (Mr. MacDougall)—Mines and Mining—Impact of steel imports; the Hon. Member for Bruce-Grey (Mr. Gurbin)—Farm Credit Corporation—Plight of farmers with high interest rate loans. (b) Development of agribond program.

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## GOVERNMENT ORDERS

[English]

### WESTERN GRAIN TRANSPORTATION ACT

MEASURE TO AMEND

The House resumed consideration of the motion of Mr. Pepin that Bill C-155, an Act to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof, be read the second time and referred to the Standing Committee on Transport.

**Mr. Stan J. Hovdebo (Prince Albert):** Mr. Speaker, the Crow rate is not the only issue at stake in Bill C-155. It must be recognized that this Bill attacks a number of other areas and we should have time to discuss that in this House. That opportunity was denied us in the Speaker's decision today.

One of the most successful Government agencies in Canada, Mr. Speaker, has been the Canadian Wheat Board. It has been in operation for many years and it has cost the Canadian taxpayer very little money. It was put in place to sell western Canadian grain and it was paid for by the grain producers, not by the taxpayers of Canada. Its area of jurisdiction includes

### *Western Grain Transportation Act*

northern British Columbia as well as the three prairie Provinces. As far as freight rates are concerned, that is exactly the area affected by this Bill. Grain producers send the grain to port on the basis of the Crow rate.

This Bill is called "An Act to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof". That description is almost in incongruous, Mr. Speaker, because that is only a very small part of the total effect of this Bill. The Canadian Wheat Board handles all of our export wheat, most of our feed, and controls the shipping of rye, canola and other prairie products. Its operation is paid entirely by the farmers from the sale of their grain. It also has buy and sell privileges, which were so abhorred in the Canagrex Bill. But even the most right-wing Liberal recognizes the value of the Canadian Wheat Board.

This Bill to change the Crow rate not only attacks the grain producers but also the agency which sells the farmers' grain. The Canadian Wheat Board has been able to take the speculation out of selling grain; regardless of what time of year you put your grain on the market, you get the best possible price that the Wheat Board can get for that particular year. This was done because many years ago the Board was given a mandate to get the best possible deal for farmers. The fact that this Government does not feel the same way about the protection of farmers is one of the really bad parts of this Bill.

• (1730)

The agency or group of farmers, I suppose, which is closest to the Canadian Wheat Board is an advisory committee, elected by farmers and put in place by the farmers of the area who are most affected by the Bill. On February 8, 1983, the advisory committee to the Canadian Wheat Board, a committee elected by those farmers who produce grain, passed a resolution. In the resolution the advisory committee informed the Government that it totally rejected the proposal for changes of the grain freight rate structure. That particular resolution in itself is very important, but perhaps much more important as far as the debate is concerned is the fact that it also gave reasons for that position. I will quote directly from the press release which stated:

One of the Committee's primary concerns is the erosion of the Canadian Wheat Board's jurisdiction over transportation and quotas. The success of any sales organization depends on its ability to manage the movement of its product to market to make delivery on the date and to the ports stipulated by the purchaser. As you know, the Canadian Wheat Board has demonstrated itself to be one of Canada's most effective and respected sales agencies. Its success depends on close co-ordination of shipments and sales, and its ability to maintain the confidentiality of all aspects of its marketing decisions.

I am reading directly from the advisory committee's resolution which goes on to state:

Preliminary information indicates some of the Board's authority in this area will be removed and transferred to a new Government agency whose function, unlike the Wheat Board's, will not make it accountable to Western Canadian grain producers. The Committee believes it is imperative that the Canadian Wheat Board maintain the powers that are presently within the Canadian Wheat Board Act.