

Freight Rates Reduction Act

Therefore, in many cases farmers' sons are not interested any more in working for their fathers, because the latter cannot give them unemployment insurance stamps so that they may get benefits during the winter months. Hence, they go and work in cities. And, in many cases, this results in the sale of farms, very often by auction, at the door of the church, because the poor farmer cannot manage his farm by himself the way he should to look after his wife and young children properly. So, the farm is sold. And that is why so many farms are abandoned nowadays in a great number of provinces and all across the country.

Mr. Speaker, as time is getting on, I should like to permit, for once, that a motion of this kind be put to a vote.

In closing my remarks, I would add that we, from this side of the house, support all motions that are logical and sensible to assist not only the working and agricultural classes, but all classes of society in general.

(Text):

Mr. T. S. Barnett (Comox-Alberni): Mr. Speaker, in the light of some of the discussion that has taken place I think it is perhaps just as well that the great Liberal party did not get around to attempting to bring agricultural workers under the coverage of the Unemployment Insurance Act. I bring this to the attention of the hon. member who no doubt with laudable intent introduced the resolution; but he was rather unwise, I think, when he linked it with the abortive plan of coverage for fishermen which was brought in by a Liberal government. In view of the time, I shall not extend my remarks further in that direction. However, in order to assist the hon. member for Bonavista-Twillingate (Mr. Pickersgill) with regard to the research undertaken by the hon. member for Kootenay West (Mr. Herridge), I would refer the hon. member to *Hansard* for June 10, 1955, page 4641 where he will find that the hon. member for Kootenay West is reported as saying that he had made a plea for the consideration of the inclusion of agricultural workers. I think the hon. member might take that point of reference.

Mr. Pickersgill: I might point out that is nine years after 1946.

Mr. F. J. Bigg (Athabasca): Mr. Speaker, it is no surprise that there is unanimity on this proposal—

Mr. Gray: Let us have the vote.

Mr. Bigg: —but I would ask the house to approach this subject with care. The Gill committee which is now sitting, and has sat since last July—

Mr. Pickersgill: Now sitting? It finished its work last August.

Mr. Bigg: —is bringing forward proposals which will deal with the subject. We expect that the Gill committee will recommend many other important amendments amongst which, no doubt, there will be amendments that will encourage people to remain at work. It is very difficult for farmers to get suitable farm labour these days because, as has been pointed out by nearly every speaker, the present act does not cover farm labourers and therefore workers will not leave other employment to go to the farms.

Mr. Speaker: Order.

Mr. Gray: Talked out by the Tories.

Mr. Speaker: Order. So far as any question of talking out is concerned, I would respectfully point out to hon. members that if anyone has occupied any time in speaking on the motion other hon. members have an equal right to speak on the motion, whether it takes two hours, three hours or four hours, and therefore any gratuitous remarks of that nature are quite out of order.

The time for the consideration of private members' business having expired, the house will revert to the business that was interrupted at five o'clock.

(Translation):

FREIGHT RATES REDUCTION ACT**AMENDMENTS EXTENDING APPLICATION AND INCREASING EXPENDITURES**

The house resumed consideration in committee of the following proposed resolution—
Mr. Balcer—Mr. Paul in the chair:

That it is expedient to introduce a measure to amend the Freight Rates Reduction Act to extend for not more than twelve months the period during which the revised rates under the said act shall be applicable and to increase the authorized expenditure under the act by an additional twenty million dollars.

At six o'clock the house took recess.

(Text):

AFTER RECESS

The committee resumed at 8 p.m.

Mr. Peters: At five o'clock, Mr. Chairman, I was discussing the need for a national transportation authority rather than accepting such legislation as we have which, when it was introduced in 1958, was considered to be a stopgap piece of legislation. Through this