

S.O. 21

make a decision on imports. When people talk about convincing Federal Members about the importance of this issue, the fact is that Members with a specific concern for these problems have already made considerable progress with the Ministers in working on the situation, and I would like to say to workers in the textile and clothing industry that Members in the various ridings concerned are working very hard on this case, and we hope that the Government will shortly be able to make a decision that will be favourable to workers, employers and the unions.

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[English]

GRAIN

TWO-PRICE WHEAT ACT—NON-OBSERVANCE BY GOVERNMENT

Mr. Charles Mayer (Portage-Marquette): Madam Speaker, I should like to draw the attention of the House to the fact that the Government has essentially been breaking the law since November, 1978. This has come about as a result of the Government acting as though the Two-Price Wheat Act had been repealed in 1978. The Two-Price Wheat Act was put into effect to protect producers and consumers from the fluctuations in the world market. As of November, 1978, the Government acted as though the Two-Price Wheat Act had been repealed, but in fact it was not. At that time, as a result of the Government not adhering to the law, the price of flour to domestic millers went up, thereby causing an increase in the price of bread to consumers.

If this had happened to any other smaller group or individual in the country the Government would have been taken to court. All consumers have been disadvantaged and there has been no move by consumers, through a class action or otherwise, to take the Government to court or call it to account.

I suggest that the Government should show some respect for the rule of law and start obeying its own laws by giving priority to Bill S-6, which is now in Committee, to repeal the Two-Price Wheat Act, or go back to obeying the letter of the law as in the Two-Price Wheat Act.

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[Translation]

AIR TRANSPORT

QUEBECAIR AND RÉGIONAIR—GOVERNMENT POSITION

Mr. André Maltais (Manicouagan): Undoubtedly, Madam Speaker, you are aware of the wide expanses of the Manicouagan riding and the difficulties in the aeronautical field. I would like to ask the Minister of Transport (Mr. Pepin) to bring us up to date on the Quebecair issue, because all residents of the north shore region as well as those of Eastern Canada are

anxious to see Quebecair and Air Canada reach an agreement as soon as possible. Such an agreement would be a boon to those people who use the services of Quebecair and it would ensure that Quebecair personnel are directly involved in the negotiations and can rest assured that the issue of their employment will be resolved to their satisfaction.

Madam Speaker, I believe that this matter is very important and that the House ought to know exactly what is going on with respect to Quebecair. I would also urge that Régionair be directly involved in the negotiations because this case relates to the area between Sept-Îles and Blanc-Sablon as well as between Sept-Îles and the Magdalen Islands.

I hope that the Minister of Transport of Canada will take this representation into consideration so that, in the region of Quebec City or Montreal, this matter be cleared up very quickly, vital as it is to northern cities along the north shore and in Eastern Canada.

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[English]

WESTERN GRAIN TRANSPORTATION ACT

DEMAND FOR WITHDRAWAL

Mr. Gordon Taylor (Bow River): Madam Speaker, in 1973, at the Western Economic Opportunities Conference in Calgary, the Prime Minister (Mr. Trudeau) said in part: "... What the West wants is a fair deal—wider choice and opportunity within the West, and a fair chance to build a West which will be an integral part of a stronger and more prosperous Canada."

Right on, Mr. Prime Minister! But why do you not let us do just what you said—why are you and your Government handcuffing agriculture in the West with Bill C-155? Why are your actions not in conformity with your words? Your National Energy Program all but destroyed our gas and oil industries—your Bill C-155, if passed as is, will force every farmer to take his grain to the elevators. He will lose his freedom of choice.

● (1410)

During this Prime Minister's time in power we have seen our livestock production move east, our packing plants close, our oil and gas drilling dry up. Gilson's recommendations gave us hope. The Minister's "50 per cent of Gilson" dimmed that hope a little, and then Bill C-155, ordered by the Prime Minister and the Liberal Quebec Caucus, blotted out all hope.

If the Prime Minister meant what he said in Calgary, withdraw Bill C-155, return to Gilson, or better still, to the alternative suggested by the Hon. Member for Vegreville (Mr. Mazankowski). Let us have freedom of choice. Do not talk sweetly and then fence us in.