

You have to go back probably to the Minister of Agriculture in the Diefenbaker Government to find the basis for the training that was here. He was the Member from Qu'Appelle-Moose Mountain, I believe. A Minister of Transport in this present administration, at one time the Member from Saskatoon-Humboldt, has since been rewarded and is now the Vice-President of Pioneer Grain. In the last Conservative administration we had the present critic for the Conservative Party, who was the then Minister for a very short period of time. All of these Ministers either contributed to or took orders from the bureaucracy which has now decided we should no longer have the Crow rate, and in the process they decided the Wheat Board should be denigrated as much as possible.

During successive administrations we have had a feed grain policy which reduced the effectiveness of the Wheat Board. We have had an open market system established which has reduced the effectiveness of the Wheat Board. We have had a Grain Transportation Co-ordinator who reduced the effectiveness of the Wheat Board.

It has been very interesting this evening to listen to Members who have spoken. Unfortunately, I cannot criticize Members on the Government side because they have not spoken. I can criticize others, and I do not think you could rule me irrelevant, Mr. Speaker, because you never ruled any of these fellows irrelevant. Earlier, the Hon. Member for Crowfoot (Mr. Malone) spoke of the bureaucracy, the bureaucracy that is going to be established. I would like to point out to the Hon. Member for Crowfoot that the Alberta Government, a very strong Conservative Government, has more bureaucracy per capita than any of the other western Provinces. Where does the bureaucracy develop?

The Hon. Member for Westaskiwin (Mr. Schellenberger) said that the best situation we ever had was when we put the Grain Transportation Co-ordinator in place. He forgot to mention the effectiveness of the Grain Transportation Co-ordinator did not really have too much to do with the PC's and, after three years of operation, they went back to the original system which was the Wheat Board operating entirely on its own. The Grain Transportation Co-ordinator is now just somebody there. He takes a little bit of heat but he has nothing to do with the block system and he has nothing to do with the presentation of cars, or the dividing of cars. He is not used. The Hon. Member for Westaskiwin also forgot to mention the fact that the success of the system depended upon 12,000 cars that were suddenly made available to the Grain Transportation Co-ordinator. He did not mention that after three years the Co-ordinator's ideas all went by the board and we went back to the original system.

The Wheat Board, in its presentation to the Transportation Committee, suggested that although the Grain Transportation Co-ordinator did not get in the road very much, he was really of no value to them. The Wheat Board put up with him and he did take some heat, but as far as the operation of the system was concerned, he was of no value.

I learned a new word tonight from the Hon. Member for Crowfoot who said that there was an "illucination", or was it

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an hallucination, that the Canadian Wheat Board would have some effect. Again, the Hon. Member for Crowfoot neglected to say there were 12,000 cars in place. That is why anything the Co-ordinator did was going to be better than it was before, but the system there is the system that is working the best now and it has nothing to do with an Administrator being appointed through this Bill, or the Co-ordinator that was appointed by the past administration.

I wonder why the Hon. Member for Parkdale-High Park (Mr. Flis) would put so much trust in a witness rather than in a Member of Parliament. Does the Hon. Member understand the motive of the mayor who made the presentation? He suggested it was relevant. That particular mayor is to be the candidate for the Liberal Party in Cranbrook. In a couple of weeks the Minister of Transport and the Minister of Finance (Mr. Lalonde) are going out to crown him—to make him the candidate.

We must look at Motions Nos. 55 and 56 and say that all of these things which are relevant, which these fellows have said are relevant to this, do not really have very much effect.

Mr. Deputy Speaker: The Chair hesitates to interrupt the Hon. Member on a matter of relevance, but the time allotted to him has expired. He may continue only with unanimous consent. Is there unanimous consent?

Some Hon. Members: Agreed.

Some Hon. Members: No.

Mr. Ted Miller (Nanaimo-Alberni): Mr. Speaker, it is my pleasure to rise this morning to debate what I think is a very important amendment. I think this amendment protects the autonomy of the Canadian Wheat Board and prevents the Minister of Transport (Mr. Axworthy) from taking over a very important aspect of rail transportation for the movement of grain. Rising tonight in the House reminds me very much of what my colleagues in the New Democratic Party in British Columbia have been doing over the last couple of months, trying to prevent government by exhaustion and legislation by exhaustion. That is exactly what the Tories and Liberals are putting this House through tonight on a very important Bill which has a great deal of significance for the prairie grain farmers in particular.

We are dealing with legislation which will change the whole rural community in our central Provinces. I can now appreciate just what kind of effort my colleagues in British Columbia have been going through to prevent the coalition Government in British Columbia implementing its revenge package, which includes wresting away the power of local school boards, hospital boards, removal of collective bargaining rights, the right to fair rent, and the right to an adequate human rights commission. We are dealing with legislation here in the same manner, presented in the same manner, without any careful consideration on the part of the Government or the Official Opposition as to what this particular amendment would mean.