

Western Grain Transportation Act

jobs are estimated to have been maintained as to sector, industry and occupations as a result of the development division's expenditures since 1968?

Return tabled.

FITNESS AND AMATEUR SPORT ADVISORY COMMITTEE

Question No. 4,928—**Mr. Mazankowski:**

1. Is there a National Advisory Committee on Fitness and Amateur Sport and, if so (a) who are the members (b) what is the (i) background or expertise and, if so (ii) term of appointment of each member (c) what remuneration, such as salary or travel expenses, do the members receive and, for the length of each appointment to date, what amount did each member receive (d) what other funding, if any, is provided by the Government?

2. (a) What are the terms of reference of the Committee (b) what matters did it consider in the fiscal year 1982-83 (c) how often did it meet and how often is it required to meet (d) what reports and/or recommendations did the Committee publish in the fiscal year 1982-83?

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[*Translation*]

Mr. Evans: Madam Speaker, I ask that the remaining questions be allowed to stand.

Madam Speaker: Shall the remaining questions be allowed to stand?

Some Hon. Members: Agreed.

GOVERNMENT ORDERS

[*English*]

WESTERN GRAIN TRANSPORTATION ACT

MEASURE TO ESTABLISH

The House resumed consideration of Bill C-155, an Act to facilitate the transportation, shipping and handling of western grain and to amend certain Acts in consequence thereof, as reported (with amendments) from the Standing Committee on Transport; and Motions Nos. 36, 37 and 38 (Mr. Benjamin).

Mr. Arnold Malone (Crowfoot): Madam Speaker, when speaking to Motion No. 36 moved by an Hon. Member of the New Democratic Party, I would particularly like to look at the proposal that the focus of attention of any performance obligations would rest singularly on the railways. While I understand the sentiments of Hon. Members of the New Democratic Party in putting forward such a motion, it seems to me that it is in the wisdom of the House to bear in mind that, when looking at the question of performance objectives, we must necessarily look at a systems analysis. It would be wrong, both academically and technically, to presume that to focus our attention on only one link of the chain would give us an appropriate analysis of the entire chain.

To suggest that all of the performance obligations within the authority of the Grain Transportation Administrator should

focus only on the railways would, I submit, leave void the question of what problems might exist within many other areas. These include the areas of trucking, loading at country elevators, the country elevators themselves, inland terminals, grain inspectors, the port facilities, tugboats and tugboat operators, the international shipping arrangements and the international shipping contracts, the Canadian Wheat Board as it applies to its capacity for international sales, labour organizations and a host of other dimensions, all of which need to be considered.

In essence, Sir, the New Democratic Party is suggesting that the concept of performance guarantees is important, and that is a position that does not differ from that of the Government or the Official Opposition. However, to focus singularly the concept of performance guarantees on only one element, that of the railways, implies to me more of a vindictive attack on a national organization than an intent to solve a problem.

Mr. Althouse: Everybody else is regulated except them.

Mr. Malone: Mr. Speaker, you will again hear the Hon. Members of the NDP who have taken their morning steroids exercising their vocal cords at a much higher volume than is usual.

The truth of the matter is that the whole system, if it is to function, must function with all of its dimensions in place. Just moments ago when Madam Speaker rose, she asked if any Hon. Member wished to speak. The NDP did not put up any speakers then but now that I am up, their Members want to speak. That does not surprise me but perhaps they can rest for a while because I will be sitting down shortly. I would like to hear how they can possibly defend the position that the Grain Transportation Authority should be able to have all of its power focused only on the railways and on none of the other dimensions.

If we turn to those persons who are most affected by a slowdown in the movement of grain, the prairie farmers, and ask them what their concerns are with regard to the movement of grain, certainly very high on their list would be the question of strikes and physical breakdowns in the system, particularly through the Rocky Mountains. I commend to your attention, Sir, the period of time in 1974 when, out of the 52 weeks available for movement of grain in that crop year, only 13 weeks were trouble free and most of the problems were caused by strikes or rockslides through the Rocky Mountains. That means that when there are performance guarantees that must be met, we obviously cannot simply make sure that the railway is the only one that has to measure up. There is a great deal of room for the country elevators to simply not perform in a proper manner.

Mr. Benjamin: No, the Board has sanctions.

Mr. Malone: As I am being told by the people who sit beside me to my far left, there is also the question of the Canadian Wheat Board. The Wheat Board in itself may not allocate the cars appropriately. Surely there ought to be the right of