

Speech from the Throne

I am a comparatively small farmer by today's standards on a section and a half, 25 miles from Regina, Saskatchewan on the Regina Plains, which is supposedly the best grain farming land in the world. Like many farmers, I must grow a number of different kinds of grain in order to be in a position to market something for revenue.

This past summer I grew some barley and made preparations in my permit book to market one carload of barley for malting purposes. A sample was sent to Winnipeg for analysis immediately after I threshed this grain. The report from Winnipeg stated it would grade Dry, 3. C. W.—6 row—Malting.

In early November I received permission from the Wheat Board to deliver to the elevator in Riceton one carload of malting barley. This was unloaded in Winnipeg on November 14, 1971 as malting barley. I would now like to relate exactly what happened to my barley before I received any remuneration whatsoever.

I asked that payment for this carload be deferred until January 3, 1972. Payment was based as follows—91 cents per bushel plus 5 cents premium for a total of 96 cents gross weight, 2749.2 bushels, less 4 per cent dockage, 110 bushels, with a net grain shipped, 2639 bushels at 96 cents a bushel, which comes to \$2,533.63.

The charges against that shipment are as follows: freight on a carload to Winnipeg, 20 cents per 100 pounds, for a total of \$263.92; government weighing and inspection, \$4.50; terminal cleaning charges on 2749 bushels, \$13.75; country elevator handling charges, \$103.10; service charge at 1 cent per bushel, \$39.59; storage charge, \$43.98; interest on freight, \$3.64—amounting to a net loss of \$472.48.

The farmer points out in the letter attached to this shipment that he lost one fifth of the shipment to the grain trade, or 20 per cent. Not only that, but he asks why interest was charged on the freight? What became of the screenings from the cleaning process? Do they go into the manufacture of expensive prepared feeds? Did the company not need the barley, and why is the farmer paying the freight charges? He asks what the service charge is for.

These are the kinds of things that catch farmers in a cost price squeeze, but I, and I am sure most of the citizens in Assiniboia, find it totally unreasonable. Not only are such increases in freight rates of concern to the farmer but the future of the delivery points are of concern as well. Why did the government withhold its new transportation policy from public scrutiny? Could it be the political repercussions of the proposals in the policy statement? Will the government be adhering to a policy of decreasing the number of delivery points? Where will the Liberal party stand on the issue of rail line abandonment when it comes before the Canadian Transport Commission by 1974? How many lines will be up for abandonment in the Assiniboia constituency? Will the lines running west of Radville to Willow Bunch be abandoned? Will the lines running west of Estevan be abandoned? Which of the two old line parties will be the first to jump to the defence of their old friends, the railway companies, when rail line abandonment is again a possibility?

• (1610)

Mr. Speaker, the issue of the retention of the family farm as the basic unit of production in agriculture has not come to an end. The question of price for their commodities is still with us. The question of delivery points abandonment is still with us; the question of an adequate transportation system is still with us; the question of rail line abandonment is still with us; the memory of the Lift program is still with us; the memory of the inadequate grain income stabilization policy is still with us and,

[Mr. Knight.]

unfortunately, Mr. Speaker, the oldline parties are still with us until the next federal election.

Mr. Raymond Rock (Lachine): Mr. Speaker, the Speech from the Throne outlines the interest of the government in stimulating industry, developing the north, extending CBC services, giving equal rights to women, low cost housing and in taking action in many other areas.

Being a member of the Standing Committee on Indian Affairs and Northern Development, I was happy that the Speech from the Throne contained an announcement of the creation of three new parks north of the sixtieth parallel, each as large and as spectacular as any in the world. This is a subject matter which we studied in our committee. Another important announcement was that the Canada Manpower programs would be enforced and additional steps taken to make the training and placement service adequate to the needs of specially disadvantaged people whose particular problems pose challenges which cannot be met with the use of regular program resources or techniques.

As a member of the Standing Committee on Miscellaneous Estimates, I brought to the attention of the then Minister of Manpower and Immigration the fact that many skilled English speaking people who are unemployed cannot obtain jobs in the Montreal area because they do not speak French. At the same time many skilled French speaking people, because they cannot speak English and industry is now demanding bilingualism, have a difficulty in finding positions. I hope that in this session the Minister of Manpower and Immigration (Mr. Mackasey) will provide language training in English and in French in order that these people will have the opportunity, through manpower training, to learn these languages.

As a member of the Standing Committee of Transport and Communications, I have been vitally interested in the research and development of the communication satellite. I am delighted that the government is prepared to extend national broadcasting service to one million Canadians in 260 communities who receive no television service in their own language. This will mean that within a five-year period 98 per cent of Canadians will be served. I hope that in the future we can build satellites that will broadcast direct to homes. This would mean that our three TV networks, and the three American networks, would broadcast direct to homes over the whole of North America.

The paragraph in the Speech from the Throne which interests me greatly is the following:

While taking care to preserve for the future, we should wherever possible, preserve and restore those achievements of the past which are an essential element in our self-understanding as a people. You will be asked to consider, therefore, a bill creating and endowing a corporation to be known as Heritage Canada which will go far to ensure the preservation of items and collections from Canada's past and to make these accessible for the enjoyment and understanding of Canadians in all parts of the country. Heritage Canada, complemented by a broadened national museums policy, will demonstrate the achievements of our forefathers and their successes in overcoming physical isolation and in converting dreams into reality.

We seem to readily forget the achievements of past explorers. Are you aware that the historic centennial train did not show Cavalier De LaSalle, the first settler of Lachine, the greatest explorer of North America, the man