

### *Farm Income*

current freight rate distortion on livestock, meat products and oilseed products—this would cost this year some \$30 million—and that the railroads must be responsible for maintaining and upgrading their prairie rail network with no further subsidy from taxpayers.

At present, the railroads have the best of both worlds—subsidy plus grants to be spent as they wish. So far as I am aware, not one cent of the subsidy has been spent on branch lines. Certainly they have upgraded the mainlines. I was surprised at the last Wheat Board area meeting in Swift Current a couple of weeks ago to find that although the hopper cars, some 6,000 to 8,000 of them, are a complete gift to the railways, if they are involved in a wreck the railways are not even required to replace the wrecked cars. Yet they are responsible for maintenance. So what happens if the cars are damaged? Rather than fix them, they scrap them. This is incredible.

We tend to be a little nervous about the low statutory rates on grain but what do our good neighbours to the south do? Over \$1 billion a year is spent by the U.S. corps of army engineers on their toll-free waterways. This makes the assistance that western Canada receives look pretty small.

I have a couple of interesting news releases put out by the Minister of Agriculture and the Minister of Transport. It is not much wonder they are putting out this sort of news release when you take a look at some of the editorials in the western papers. I have one here called the *Free Press Report on Farming* of February, which states in the editorial:

If anybody in this country gave a damn about Canada's future as a grain exporter, the present situation at the west coast would be a national scandal . . .

The scandalous part is that after a few years of reasonable grain prices and massive amounts of study and discussion, Canada isn't any better equipped to move grain through west coast ports than it was in 1972.

All Canada has been able to do since the last transportation tie-up (besides offering incentives for more storage) has been to provide work for huge numbers of civil servants and numerous trips, at taxpayers' expense, to balmy Vancouver.

● (1742)

What do farmers have to do to preserve their reputation as reliable suppliers of grain and oil seeds?

This time Canada has no excuse—no serious labour problems or natural catastrophe has caused the backlog.

Our customers have seen this before, and they are getting sick of it.

It continues:

It's a problem that will only be solved with concrete, steel and long term investment.

The government has indicated that it will spend money on its terminal at Prince Rupert. This is at a time when the terminal is not being used to capacity and has not been for years. Also it is at a time when the government of Canada owns a terminal in the port of Vancouver which has not been used for the last 15 years.

I should like to refer to a newspaper article entitled: "Whe-lan promotes cartel". The Minister of Agriculture referred to this today. In part the article reads as follows:

[Mr. Hamilton (Swift Current-Maple Creek).]

Food-producing countries should organize themselves as oil-producing nations have to force the industrial powers to pay higher food prices, Agriculture Minister Eugene Whelan said last week.

Certainly I would like to issue a word of caution on this question. Historically any scheme to build reserve stocks has tended to depress prices, even though administered pricing is involved. No buyer is likely to panic and pay the high prices we received a few years ago, as long as reserve stocks are available.

It has been fashionable in this country to think that our political rights guarantee equality in all things. This has come to mean equality not only at the starting line but at the finishing line as well. I just do not believe it. We should all have equality at the starting line and while the race is on. We should have the freedom to run that race as best we can. Finally, we should have the freedom to receive the rewards of that effort.

There is a great reservoir of energy and new ideas waiting to be tapped in Canada, but there is a feeling of hopelessness throughout the entire land. We need a change in policy, attitudes and outlook. We need a new Canada with a new government.

**Some hon. Members:** Hear, hear!

[*Translation*]

**Mr. Florian Côté (Richelieu):** Mr. Speaker, these last remaining minutes at my disposal will be very short indeed. I would have liked to deal first with the problem faced by the dairy industry, which seemed to concern even the mover (Mr. Wise) and the hon. member for Bellechasse (Mr. Lambert). I noticed that in the motion, five paragraphs are apparently putting this before the House as a whole and we are merely all in agreement this indeed has already been implemented by the government. The formulation of the motion is somewhat late, because we have the area of exports and help to underdeveloped countries, as mentioned by my colleague from Beauce (Mr. Caron). The minister also dealt with marketing. However, I would have liked to have more time to explain to some of my colleagues who may not really know the problem faced by the dairy industry the difficulty for the government of administering that industry since 1971 in a more democratic way. In 1971, in this large democracy of ours, jurisdiction over and administration of milk quotas were transferred at the request of the provinces. Since then, the only thing the Canadian government has to do is "repay", administration being a provincial responsibility. Mr. Speaker, may I say it is 5:45 p.m. There is a lot more I would like to say, but I respect our agreement.

[*English*]

**Mr. MacGuigan:** Mr. Speaker, I rise on a point of order to request the unanimous consent of the House to revert to Presenting Reports from Standing or Special Committees in order to present a committee report.