

Western Grain Transportation Act

Some Hon. Members: Hear, hear!

Mr. Hargrave: Thank you, Mr. Speaker.

Mr. Benjamin: I have another point of order, Mr. Speaker.

Mr. Deputy Speaker: Order, please. The Hon. Member for Regina West does not have the right to interrupt the Hon. Member for Medicine Hat continuously on false points of order. There is a point at which the Hon. Member has to desist when he does not have a point of order. The Hon. Member for Medicine Hat.

Mr. Benjamin: I have a further point of order, Mr. Speaker.

Mr. Bachand: Sit down.

Mr. Benjamin: I have another point of order, Mr. Speaker.

Some Hon. Members: Sit down.

Mr. Deputy Speaker: Order, please. If the Hon. Member has a legitimate point of order—

Mr. Benjamin: I have another point of order, Mr. Speaker.

Mr. Deputy Speaker: The Hon. Member for Regina West on what I hope is a valid point of order.

Mr. Benjamin: Mr. Speaker, I would like to ask you how you can rule in advance of anybody saying anything about whether or not it is a false point of order.

Some Hon. Members: Sit down.

Mr. Deputy Speaker: If the Hon. Member has a complaint against the Chair, he is aware of the procedures available to him. It is not up to the Hon. Member to reflect idly on the Chair and not to follow through with a motion. If the Hon. Member believes what he says, he should do so. In the meanwhile will he allow the Hon. Member for Medicine Hat to finish his speech?

● (2200)

Mr. Hargrave: Mr. Speaker, I just have two sentences left in the letter to which I was referring from Warren Brower of Aden, Alberta. He wrote:

If the Government of Canada is determined to go overboard on their Crow legislation then the Soviet Union will be in a stronger position to shape and mould the Government of Canada.

Perhaps we had better take stock of the freedoms we have taken so long for granted to see if we have a choice.

The cattle organizations and hog associations of western Canada will not accept Bill C-155 as it is now prepared and written, unless freedom of choice is included in it and made part of the Bill.

Ms. Lynn McDonald (Broadview-Greenwood): Mr. Speaker, the Hon. Member for Northumberland-Miramichi (Mr. Dionne) appealed to the House for Hon. Members to talk to each other. He said that we should speak to each other. He appealed for reason. The motion before us now is in exactly the opposite direction. It is to prevent discussion. It is that the question now be put. It has been impossible to discuss this

subject reasonably. The Hon. Member for Regina West (Mr. Benjamin) wanted to put—and indeed he did put it but it was ruled out of order, a motion to refer the subject matter to committee. This is the kind of motion which would have enabled a really frank discussion for which the Hon. Member called. He asked for us to be conciliatory. Certainly this is the ideal way to be conciliatory, to go back to the drawing board, to hear all sides and to set out a procedure that is fair. To proceed in the way we are now is cutting off debate. Merely to refer to committee under the terms we now have will not be adequate. A committee can make only relatively modest amendments. There cannot be the fundamental rethinking of this legislation that is called for.

I have actually prepared a serious speech on this subject. I am glad to see that tempers have cooled off, and I hope to be able to give it. In order for us to address the question properly, we really have to understand something about CPR. We have to understand its background and the kinds of subsidies the CPR has been receiving because this is fundamentally a transportation Bill, a Bill to give a lot more money to CPR. We must understand the immensity of the gifts of the Canadian public to CPR.

The subsidy to the company that was passed in 1881 was to the tune of \$25 million. There was also a grant of 25 million acres of land. As part of the agreement, the Government was to complete the rail line it was then working on, Fort William to Selkirk and Port Moody to Kamloops or, in other words, 760 miles of the 2,600 to be constructed. It was to turn over this amount of rail absolutely free of charge; an enormous subsidy. The company would build the section from Callander to Fort William and from Selkirk to Kamloops, but all the land which would be needed for rail beds, stations, yards and water frontage was free land. The company was given the right to take stone, gravel and other construction materials from public lands. There was to be an exemption from taxation by any level of government forever on properties used for railway purposes; an enormous subsidy from the Canadian people. There was to be duty free importation of materials and equipment for construction, and there was a monopoly clause.

Mr. Daudlin: Mr. Speaker, I rise on a point of order. I regret that I do not have the actual Standing Order to put before the House, but I suggest to you and to the Hon. Member who is in the course of her speech that notwithstanding the difficulty she may have with the light in this place—and we all have that difficulty—I think the rules are quite clear that when Hon. Members rise in their places to speak they shall rise uncovered, which I believe has always traditionally meant that one takes off one's hat.

Mr. Deputy Speaker: I must call to the attention of the Hon. Member for Broadview-Greenwood (Ms. McDonald) Standing Order 32 which reads:

Every Member desiring to speak is to rise in his or her place, uncovered, and address the Speaker.