

"promote, and shall require, if necessary, reciprocal and other arrangements" between the railway companies to facilitate the efficient and reliable movement of grain for the purpose of maximizing returns to the producers.

As I have said, Mr. Speaker, I think it is clear that officials of the railways will take the initiative to make as much money as they can by holding cars on sidings or by not shifting them on to shorter routes. From our point of view, it is clear that the powers should be under the Canadian Wheat Board rather than under a completely separate jurisdiction; but I dealt with that when I spoke earlier.

The significance of adding to the clause the requirement for reciprocal arrangements is that in order to improve the efficiency of the grain handling system, we want very much to allow for more interchange between the CP and CN systems to get the railways working together for shorter hauls and quicker delivery of grain. Each railway has track that is better served by interconnection with the other system, yet only in the most exceptional circumstances do the systems acknowledge let alone co-operate with each other. That is the point that I think members on this side have been trying to make to the Parliamentary Secretary and to others.

The Parliamentary Secretary has said that the CTC and the Railway Act already have those powers. We have seen over the last 20, 30 or 40 years that those powers have simply not been used in an effective and efficient manner. We say that there should be some kind of sensible consolidation of authority, if not under the Wheat Board, then perhaps under some other agency. When the Wheat Board effectively tries to administer what grains will go where, when and with which contracts, which cars, which lines, when and to where, it makes a great deal of sense to consolidate all of that authority under one régime.

It also makes sense to ensure that either the Wheat Board or some other agency has the legal capacity to require reciprocal arrangements and not simply to promote them. Officials of the Wheat Board or the GTA could simply phone officials of CN or CP and say that they would like another 500 cars for Prince Rupert or another 1,000 cars for Vancouver. The rail lines could start moving those cars and simply put them off on a sideline for a while. It is not good enough to have the power to promote. That agency must have the ability to require.

The motion to enhance the authority of the Grain Transportation Agency Administrator over the railways specifically gives that Administrator the power to direct the railroads to exchange carloads of grains where such exchanges increase the efficiency of moving grain to export position. While we in this Party have argued that there is no effective need for an additional bureaucracy such as the Grain Transportation Agency and that the Administrator already has too much power in the sense that his powers encroach upon those of the Canadian Wheat Board, this is a good amendment and should be supported particularly by Government members.

No matter what public agency has control over the transportation of grain—we will find out in a few weeks exactly which agency that will be, whether it be the Wheat Board or the Canadian Grain Transportation Agency—it should have the

ability to direct the railways to exchange cars in order to promote efficiency.

I see that it is now one o'clock. I will carry on this afternoon.

[Translation]

The Acting Speaker (Mr. Corbin): Order. It being one o'clock, I do now leave the Chair until two o'clock this afternoon.

At 1.00 p.m. the House took recess.

AFTER RECESS

The House resumed at 2 p.m.

STATEMENTS PURSUANT TO S.O. 21

[English]

PATENTS

SUPPORT FOR MANUFACTURE OF GENERIC DRUGS

Mr. Gus Mitges (Grey-Simcoe): Madam Speaker, there is no question that there is considerable pressure and a movement afoot by multinational drug companies to pressure the Government to rescind the manufacture and sale of generic drugs in favour of the more expensive brand name drugs.

Generic drugs, Madam Speaker, are just as effective as brand name drugs but cost a great deal less, which means that consumers can save millions of dollars every year.

As well, Madam Speaker, many more people are employed by generic manufacturers—all Canadian companies—rather than by the subsidiaries of foreign drug firms.

There is ample evidence as well that Canadians need the competition provided by the generic firms. Individuals who pay for their own prescriptions, including senior citizens, can save money. So can all taxpayers because the provincial Governments pay for the drugs used in hospitals, and for drugs for the elderly and the needy.

Before the Patent Act was amended in 1969 to allow the availability of generic drugs, Canada had about the highest drug prices in the world. Now they are among the lowest. I urge the Government for the sake of all Canadians not to take any action to change this.

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AIR SAFETY

CONSEQUENCES OF METRIC MEASUREMENT FOR AIR TRAVELLERS

Mr. Bill Domm (Peterborough): Madam Speaker, Mr. Robert Buck, chairman of the commission which praised Air