

villages, Mr. Speaker. But I am very proud of those people in those towns. They deserve some help and assistance in hauling their grain to market because they help feed some of these wealthy Tories from Alberta and British Columbia.

Mr. Friesen: You are so pious.

Mr. Nystrom: They help build a strong economy. In many cases these people came from eastern and central Europe as pioneers and built a province and country. They settled land which was difficult to clear, some of it submarginal. They worked hard and they must be defended in this House, as should their sons and daughters. So I do not appreciate any smart-aleck remarks by city Tories of British Columbia or Alberta about the poor and ordinary people in some of our villages in Saskatchewan.

Mr. Malone: My city has 160 people.

Mr. Nystrom: Mr. Speaker, whether there are 160 people in a town or 80 or 50, they are important to me.

Mr. Malone: That is right.

Mr. Nystrom: I do not apologize for that. I know all Tories do not feel that way. I know some who respect people, but obviously some of them do not.

Mr. Deputy Speaker: With all due respect to the Hon. Member, I call his attention to the rule that requires strict relevance in debate on amendments at report stage.

Mr. Kristiansen: It is hard to be relevant with all those irrelevant Tories around.

Mr. Nystrom: Mr. Speaker, I have given you a couple of very good examples which I think would persuade a fair person such as yourself from Ottawa that we have a case for making sure people in the small villages, towns and hamlets are not discriminated against. I know the Hon. Member for Assiniboia agrees with me; I can see crocodile tears now rolling from his eyes. I think sometimes he understands that we should not discriminate against people in small communities.

There is another rail line which starts in the town of Foam Lake in my riding and goes into the riding of Humboldt-Lake Centre. It goes through a little village in my riding called West Bend, into a town called Bankend and Wishart, both in Humboldt-Lake Centre. Once again a valiant fight was put up for people in those communities to try to save that rail line. But it was not saved, and Motion No. 35 will say that where there is not a rail line, such as on the line from Wishart to Foam Lake, we should subsidize the trucking of grain and help those farmers haul their grain to market. In this case it will be perhaps the town of Wynyard, Lestock, Foam Lake, Elfros, or any other villages which might be nearby. That is what Motion No. 35 is going to do. That is why we have to make sure it passes. I am thankful that, I think from what I am hearing, Mr. Speaker, the Conservative Party would agree with that. I hope we can persuade Government Members across the way that it is important that the funding be there under the Crow

Western Grain Transportation Act

Bill and it not be taken from the rail line rehabilitation program.

Mr. Deputy Speaker: I regret to interrupt the Hon. Member but the time allotted to him has expired.

Mr. Mazankowski: A point of order, Mr. Speaker. I wonder if the Hon. Member would allow me to put a question to him?

Mr. Deputy Speaker: With the unanimous consent of the House, because the Hon. Member's time has expired. Is there unanimous consent?

Some Hon. Members: Agreed.

Some Hon. Members: No.

Mr. Deputy Speaker: There is not unanimous consent.

Mr. Mazankowski: Flis said no.

Mr. Terry Sargeant (Selkirk-Interlake): Mr. Speaker, I am very pleased to have the opportunity to speak on this amendment which would ensure that moving grain by truck would not be allowed from shipping points on rail lines not yet abandoned by order of the Canadian Transport Commission. We are concerned about the continued existence of rail branch lines on much of the Prairies. We really do find it disconcerting and disappointing that our friends to the right of us here—

Mr. Malone: Far right.

Mr. Sargeant: Yes, to the far right, as my friend points out. They really are not sharing our concern for small prairie towns. We have also noticed a lot of inconsistency in much of the debate which has come from my friends to my far right, the extreme right, on the subject of preserving rail lines in western Canada as it relates to the shipping of grain by truck. A couple of days ago we heard the Hon. Member for Assiniboia (Mr. Gustafson) saying there are areas where lines have already been taken out and there are major problems for farmers who find themselves several miles from elevators. It is in the best interests of producers to have something in this Bill to give them an equal opportunity to get their grain to market as persons who happen to have their farm situated along a main line or large elevator. Here he was seemingly supporting the concerns of the producers, yet this afternoon he is criticizing our Motion No. 35. It does not seem to follow, Mr. Speaker.

An interesting comment came from the Hon. Member for Ontario (Mr. Fennell) a few days ago when he said that his Party believes in free enterprise and that the trucker is an entrepreneur. He is the person they are trying to protect. They were also trying to protect the producer so he could get his product to market most efficiently. That is rather amazing, Mr. Speaker, given the fact that the two major trucking companies which have darn near a monopoly on the hauling of grain on the Prairies, are owned by CN and CP. Indeed, I am told that just within the last few months, to protect their already very healthy profits, CP has bought four small truck-