

Western Grain Transportation Act

sure if I could really trust him when he makes that kind of speech, then later on votes for the motion.

Mr. Gustafson: Mr. Speaker, I rise on a point of order. My direct reference was to Motion No. 34, which was absolutely out of order.

Mr. Deputy Speaker: The House is debating Motion No. 35. The Hon. Member for Yorkton-Melville.

Mr. Nystrom: The debate, Mr. Speaker, is on Motion No. 35. I know the Hon. Member for Assiniboia is a relatively new Member of the House, but he has been here for at least four years, I believe, and he should realize that we have finished with Motion No. 34. He is out of order in speaking about something which the House has already dealt with. There is going to be a deferred vote. He cannot go back and reflect on Motion No. 34.

Another comment of the Hon. Member for Assiniboia which I found very strange coming from a person who is a farmer, was that this Party is totally anti-trucking. I wish he would read Motion No. 35, because what that motion says, if paraphrased, is that where there is not a branch line or a rail line, we should be subsidizing trucking for the farmers who have to live there. Therefore, if the Hon. Member is concerned about trucking, this is the motion which would allow some money to subsidize trucking for communities such as Jedburgh, Wishart, Bankend and West Bend. I hear the Tories making fun of some very nice towns and villages in my riding, and in the riding of the Hon. Member for Humboldt-Lake Centre (Mr. Anguish). I feel those people are great people and deserve help. Under Motion No. 35 those people would get some assistance. They would receive that assistance in a way that would not punish people who live on branch lines. Under the current legislation, the money which would go to subsidized trucking—the Hon. Member for Assiniboia knows this—would come out of the rail line rehabilitation fund. In other words, some money is taken out of one pocket and put in a different pocket. People who live on branch lines would not have enough money to have these lines rehabilitated.

What we in this Party are saying is that there should be some subsidization for trucking for people who do not have a rail line. That money should come out of the money which is going to be allocated by the Crow Bill, which is before the House today. Therefore, Motion No. 35 would amend the Bill. In fact, it would amend Clause 17(4) of the Bill. It would allow for grain producers to be subsidized to truck their grain where there is no branch line, and I believe that is fair. I believe that is an argument which should be supported, not just by the Conservative Members of this House but by my friends in the Liberal Party as well.

I know the Hon. Member across the way, the Hon. Member for Gaspé (Mr. Cyr), is concerned about people who live in far-reaching communities. He is nodding his head. I am sure he would be concerned with making sure that people who live in small and isolated communities are not discriminated

against by a very centralized and bureaucratic transportation system.

In trying to persuade you, Mr. Speaker, as a well-intentioned soul from Ottawa West, I will give you four very good examples from my riding. We have four rail lines which we have fought to keep in the Yorkton-Melville area. One goes into Humboldt-Lake Centre. In fact, one also goes into McKenzie, and I do not see the Hon. Member for McKenzie (Mr. Korchinski) in this House very often.

An Hon. Member: Never!

Mr. Nystrom: Someone said “Never”, but it is not quite never. I saw him here once, I believe, this session. One of our rail lines goes from Preeceville to Kelvington. It goes through a lot of small villages and through some bigger towns. Those people, about four or five years ago, banded together to form a “Save Our Rail Line” committee, Mr. Speaker, and they were successful to a certain extent. They were able to persuade the CTC and the powers that be, through a lot of work and lobbying, that the rail line as far as Preeceville, the largest town, should be preserved. But so far we have not had that kind of luck with the rest of the rail line. It runs on through Lintlaw, into Kelvington, which are in the riding of the Hon. Member for Mackenzie. I remember that about 13 months ago I and the Hon. Member for Humboldt-Lake Centre (Mr. Althouse) went to the CTC hearings in Kelvington to present a brief, along with hundreds of other farmers, to save this rail line.

● (1720)

If this rail line is not saved, Mr. Speaker, Motion No. 35 would allow some funds to be used to subsidize the trucking of grain for those farmers who live in the towns and divisional points along that particular rail line. The priority is to save the rail line, rehabilitate it, but if it is not, then this Party would like to see those farmers subsidized in trucking their grain.

Another example, Mr. Speaker, is a line in my riding which also formed a “Save Our Rail Line” committee. A couple of little places, one called Willowbrook, the other called Jedburgh, with a line into the city of Yorkton. We tried to save that line but we lost the fight. What are the people in Jedburgh and Willowbrook going to do?

Mr. Malone: VIA Rail.

Mr. Nystrom: There is no VIA Rail going into Jedburgh. In fact, at one time Jedburgh was a booming little town. It had a few stores, a barbershop, service stations and garages, a good school, grain elevators, but then gradually it went downhill. The final blow was when the railway was pulled out of Jedburgh, because when that happened farmers decided to haul their grain to other places like Theodore or Melville and other communities in the area.

Mr. Friesen: Elbow.

Mr. Nystrom: Once again, I have wealthy Conservatives from Alberta and B.C. making fun of my small towns and