

Transportation

out of the business by not providing service to the people.

Therefore I hope this new commission will get down to business and work out a policy whereby this country will be given the opportunity to develop in the way it should. I read from Mr. Gordon's speech made in Winnipeg. He said that since the last great war \$200 million had been spent on opening up railway lines to mining areas but not one single penny has been spent that would benefit agriculture.

Mr. Pickersgill: Mr. Chairman, it is almost six o'clock. I understand there is a desire to have the private members' hour this evening. I was wondering whether before the committee rose there would be a disposition now, since hon. members have had a chance to look at the proposed amendment, to give unanimous consent to its introduction. That does not mean it will pass.

The Deputy Chairman: Is this agreed?

Some hon. Members: Agreed.

The Deputy Chairman: Shall the committee revert to clause 74 and let clause 1 stand?

Mr. Pickersgill: That would be very agreeable to me, sir. If we could revert to clause 74 I should like to move the amendment.

The Deputy Chairman: Is this agreed?

Some hon. Members: Agreed.

On clause 74—*Cessation of "bridge subsidy"*.

The Chairman: Order. Before I put the motion from the chair I should like to remind hon. members of standing order 50 which states as follows:

Whenever Mr. Speaker is of opinion that a motion offered to the house is contrary to the rules and privileges of parliament, he shall apprise the house thereof immediately, before putting the question thereon, and quote the standing order or authority applicable to the case.

I am not now going to rule on whether this amendment is in order; there is no question before me. But I say to the committee that the procedure being adopted is highly irregular. However, the committee is in charge of its own rules, and if it prefers to accept this amendment unanimously that is entirely up to the members of the committee. Having made this statement, I feel that the position of the Chair is clear. Is it now unanimously agreed that I put the motion to the committee?

[Mr. Cadieu (Meadow Lake).]

Some hon. Members: Agreed.

Mr. Hellyer: I so move, Mr. Chairman.

The Chairman: It is moved by the Minister of National Defence:

That Bill C-231, an act to define and implement a national transportation policy for Canada, to amend the Railway Act and other acts in consequence thereof and to enact other consequential provisions, be amended by adding immediately at the end of page 64 of the bill, as reprinted, the following:

"Grain products" defined.

Condition precedent.

"470. (1) In this section "grain products" means any commodities to which, under the freight tariffs of the company in effect on the 1st day of January, 1966, the rates known as grain products rates, flaxseed products rates or rapeseed products rates applied on that date.

(2) It is a condition precedent to the payment to a railway company of any financial assistance provided, in respect of the movement of grain or grain products as in this subsection described, pursuant to a report under paragraph (e) of subsection (1) of section 15 or otherwise provided to the company as compensation for an imposed public duty in respect of such movements, within the intent of paragraph (c) of section 1 of the National Transportation Act, that the company has not increased the level of rates prevailing on the 31st day of December, 1966,

- (a) on grain products other than flour moving from any point west of Fort William to Fort William or to Port Arthur over any lines of railway of the company;
- (b) on grain products other than flour moving for export from any point west of Fort William or Armstrong to Churchill over any line of railway of the company;
- (c) on grain or grain products moving for export from any point west of Fort William to a Canadian port on the Pacific coast, other than Vancouver or Prince Rupert, over any line of railway of the company;
- (d) on grain products other than flour moving for export from any point west of Fort William to Vancouver or Prince Rupert over any line of railway of the company; and
- (e) on grain or grain products moving from any point west of Armstrong to Armstrong over any line of railway of the company.

Rapeseed.

(3) For the purpose of this section and section 328 and the act and agreements therein referred to, the expression "grain" includes rapeseed and the rates applicable to the movement of rapeseed from any point referred to in subsection (2) of section 328 after the coming into force of this section shall not exceed the rates applicable to flaxseed.