

tation Act. Maybe the Hon. Member feels that a number of these provisions should be repeated. If that is so, being such a good friend, I think we will support it. However, it is probably not an important amendment in terms of making any new points.

However, the Hon. Member covers and reinforces a number of points that are important in terms of transportation. That is why we have the National Transportation Act and the Railway Act.

This motion outlines a number of things the company should do, including ensuring an adequate and suitable accommodation for receiving and loading of grain, in terms of loading grain onto the railways. That is important. There are many examples in my riding over the years where we have had problems in terms of adequate facilities for loading grain onto the railway cars. But that is already covered in the National Transportation Act. I think the provision is strong enough to be enforced in that Act, even after the Liberal Government has abolished the Crow as it is determined to do.

This amendment simply reintroduces something that is in the National Transportation Act. It states that the company shall furnish adequate and suitable accommodation for the carrying, unloading, and delivering of grain. It says that this must be done without delay, with due care and diligence.

Almost all of the points made in this amendment already exist in the National Transportation Act or the Railway Act. The Conservatives are attempting to incorporate references to the Administrator and the new Senior Grain Transportation Committee. As I have said, for that reason I believe it is probably wiser to support Motion No. 58 and it would be to oppose it.

Mr. Mazankowski: No, vote against it.

Mr. Nystrom: I have been invited to vote against it. I find that a very strange way to lobby on behalf of farmers. You put a lot of work into something and you have some researchers—

● (0400)

Mr. Mazankowski: Isn't that awful? Do not support it.

Mr. Nystrom: I am the only one so far who has been complimenting what you put before the House. I am trying to be nice and generous. I am sure the Member who moved the motion, the Hon. Member for Kindersley-Lloydminster (Mr. McKnight), would not react that way. He has a bit of grace and a bit of respect and decency. I am sure he appreciates a little bit of extra support for this motion that is before the House. I am surprised at the attitude of the Hon. Member for Vegreville. Maybe it is because of the wee hour of the morning. If it is, maybe he should go and get a bit of sleep.

Mr. Mazankowski: It is because of your claptrap.

Mr. Nystrom: Well, there is an expert on claptrap, if I ever saw one, sitting across the way.

Western Grain Transportation Act

Mr. Deputy Speaker: Order, please. I would ask Hon. Members to remember the decorum of the House even though the hour is late. The Hon. Member for Yorkton-Melville (Mr. Nystrom).

An Hon. Member: Let the Hon. Member himself go back to sleep.

Mr. Nystrom: Mr. Speaker, I think the Hon. Member for Saskatoon West (Mr. Hnatyshyn), if he wants to speak, can get the floor a little bit later on.

A number of the things I mentioned are very important. I suppose the reason they are is that they were reiterated by the Hon. Member for Kindersley-Lloydminster and he wants to make sure they are covered, because the retention of the Crow is very important to our having a good transportation system in this country.

The Hon. Member for Assiniboia (Mr. Gustafson) was making a few points earlier that a number of us have made before, that other countries around the world do subsidize their grain producers. The Argentinians subsidize freight rates. The Australian producers are all very close to sea ports. There are massive subsidies in the European Common Market. We are all aware of that. You could spend a long time putting on the record the subsidies that are paid by the European Common Market.

I had a chance, with the Hon. Member for Calgary South (Mr. Thomson), and the Minister of Trade, to go last November to the GATT meeting in Geneva. It was a real eye-opener for the three of us and the officials accompanying us to see and hear the kinds of arguments going on between the Europeans and the Americans about subsidies, and to learn about the kinds of support which other countries were giving their grain producers. I would like to suggest to you that the support offered by our Crow rate in return is not an exaggeration in any way whatever. The Crow rate gives us an opportunity to be competitive with other countries around the world. Their subsidies are massive indeed. I remind you that their producers are a lot closer to a sea port than ours.

I do not know whether you, Mr. Speaker, coming from the Toronto area might not be aware that the farmers of Canada, particularly those in the Province of Saskatchewan, are farther away from a sea port than any other farmers in the world. That is why it is so important the transportation system be efficient and that it be there at the cheapest possible rate per bushel, or per tonne, for our farmers so we can be competitive with farmers around the world. Since we have to go farther than the others, it is important that we keep the Crow.

The Americans have the Mississippi and the Missouri River systems. The Europeans are close to the sea. The Argentinians are close to the sea. The Australians and the New Zealanders are close to the sea. We have a long way to get to a deep water port. It is therefore important that we have a very efficient transportation system. It is an important reason why the Wheat Board must remain the sole authority in terms of organization of the system and in terms of allocating the box