

*Railway Act*

company runs railway services, steamships, hotels and the petroleum industry, and we should find out now whether or not they have lived up to their contract.

It is pitiful to think that people now pay \$12,800 for a medium sized wheat combine, yet they cannot deliver a bushel of wheat to the market because there are no quotas in this area. If people cannot deliver wheat, they cannot even make the down payment on these combines. People sit around and talk about the big crop out west. They say the farmers are all rolling in money. There is no money in the west until the farmers can sell their grain and get the money out of the wheat board. There is no money coming to the farmer until the wheat is sold and delivered. Grain cannot be delivered to country elevators today, and this is a serious problem.

The Liberals can bring as large a delegation from the west as they want, but it will not do them any good. Do you know what a farm union man told me in my office? He was a Liberal and he went to the Prime Minister's (Mr. Pearson) office and asked for action. This man lives at Rockyford, and if there is any question I am sure he would own up to his name. The Prime Minister said: Because you people did not vote for us, why should we worry about you? If that is the attitude of this government, then you have not got a vote left in the west because you have deserted us.

**Mr. Walker:** I rise on a point of order, Mr. Speaker. I am sure the hon. member, to whom I have listened with great interest, because he is a member of the legal profession would not want to enter into the record hearsay conversation. I want to make this particular point now because I know the hon. member, and he is fair. He knows enough to realize it is not right to put hearsay evidence into the record which comes from another person.

**Mr. Woolliams:** Well, Mr. Speaker, my idea of hearsay evidence and that of my good friend is entirely different. This is not hearsay when the farmer, a member of the United Farmers Union of Alberta, told me that. This is absolutely the fact.

**An hon. Member:** What is his name?

**Mr. Woolliams:** Do not worry about that; I am telling you the facts. If there is any question about it, I will give you his name and you can write to him. However, I am not going to put his name on *Hansard*; why

should I? Those are the facts. This worries my good friends because it happens to be true and they happen to know that is exactly what goes on.

Coming back to the problem, I want to state that the passenger service, the freight service and the whole general financial structure of the Canadian Pacific, which as the hon. member for Burnaby-Richmond (Mr. Prittie) said we bonused to the tune of \$106 million, should be brought before a standing committee and examined.

**Mr. Leonard Hopkins (Renfrew North):** Mr. Speaker, first of all I should like to say that since the Canadian Pacific is a national transportation system and since I am one of those who complained earlier this session about the service, I can see no particular reason for that company refusing to appear before the committee on transport if it were asked to do so. I feel the company has a certain obligation to do this.

Now, having put that on the record, I should like to make a few comments about the other aspects of this bill. While the bill deals with the financial structure and operations of those railway companies, telegraph, telephone and express companies as well as carriers by water which come under the Board of Transport Commissioners as public utilities, it does in some ways indicate a trend that seems to have become a part of our everyday society. This trend is one toward an increasing amount of paperwork and government regulation of private enterprise.

Many small businessmen have told me that the paperwork they are called upon to do by various levels of government has become very arduous indeed. When this country was in its pioneering stage, one of the major reasons it moved ahead in spite of many difficulties was the fact that there was lots of room for people who had the initiative to work and the desire to build a country that offered them many opportunities. While this bill deals with transportation and communication facilities, in so far as additional regulations are concerned it can be said that these are only part of the additional regulations that could be placed on any other type of business in the future. These businesses are already required to submit reports to the Dominion Bureau of Statistics and the Board of Transport Commissioners. If anyone wants any information about these transportation or communications companies, he can check with the Dominion Bureau of Statistics.