

*National Harbours Board Act*

of course, is how to increase the efficiency of the whole system with the least possible interference and damage to existing investment and institutions. I can assure hon. members that the government has had several useful conversations already with the grain handling organizations. My colleague, the Minister of Transport (Mr. McIlraith) is engaged in consulting not only the grain handling organizations but all of those who are concerned with this very important problem. I feel quite confident, Mr. Speaker, that in these consultations the interests of Tisdale will not be neglected.

**Mr. Fisher:** May I ask the minister a question? When he referred to branch line abandonment he used the words, "damage to investment". I think those were his words. May I take it from that that the problem which has been put before the government by the grain organizations and by the communities involved is that there should be some recompense for damage to investment, and is the government considering some kind of formula or trying to arrive at some basis on which this could be determined?

**Mr. Sharp:** Well, Mr. Speaker, I have not been the recipient of all these representations, so I am unable to satisfy my hon. friend's curiosity. They have been directed to the Minister of Transport, and he has not yet consulted with me. I am not really familiar, I am sorry to say, with the nature of the representations that have been made.

**Mr. Eldon M. Woolliams (Bow River):** The hon. member for Bonavista-Twillington (Mr. Pickersgill) may wonder why I am so interested in a place called Tisdale, Saskatchewan. If I may just take a moment, I should like to explain to him that after the war I practised law in a place called Tisdale, Saskatchewan. I had two very fine legal partners, there, one by the name of Earl Van Blaricom and the other was D. H. H. Hamilton, the brother of the former minister of agriculture in one of the Liberal governments. Both of them were Liberals. After spending six or seven years in this area, I feel I should like to join with the hon. member for Humboldt-Melfort-Tisdale (Mr. Rapp) in support of this bill which has now turned into a motion.

I do not know whether or not the minister has had the experience of visiting what we call the Carrot river valley, which is one of the finest farming areas anywhere in western Canada. When I first went to Tisdale and met these two legal partners, both of whom came into the area about 1918 or 1919, the area of northeastern Saskatchewan was practically solid bush. This bush has been cleared away and there are now thousands of acres of the finest land anywhere in western Canada. In

fact, this area has been called the garden of the prairies. It was in the Carrot river valley adjacent to Tisdale that a farmer by the name of Kermit Purdy brought rapeseed to western Canada for the first time. It is now used as an edible oil and for other industrial purposes. The rapeseed yield in this area runs to about 1,700 pounds per acre. During the war oil was a very important commodity for our defence projects and at that time rapeseed brought about six cents a pound. This very important farm area surrounds Tisdale, which is on the branch line to the city of Prince Albert. People in this house know where the city of Prince Albert is. The other point on that branch line is Hudson Bay Junction, which is now known as the town of Hudson Bay.

The branch line to which I am referring is the one that carries grain to the export market and is known as the Churchill line. There has been an association in that area for 20 or 25 years called the Hudson Bay association which has as its purpose the promotion of the greater use of this line for exporting grain through the port of Churchill to Liverpool, Great Britain. This is the shortest route from western Canada to Great Britain, our most important purchaser of western grain. I, therefore, join with the hon. member for Humboldt-Melfort-Tisdale in requesting the government to give this matter serious attention.

I cannot go along with the Minister of Trade and Commerce when he says that Tisdale would not be a good site for an elevator. Tisdale is really the centre of a big farming area. It is the gateway to that area which produces the cereals I have mentioned and would make an excellent place for storage.

Then, too, we are moving into a new era in western Canada in connection with grain handling. At one time there were grain elevators within a few miles of every farm, and the only way the grain got to market was through these local elevators. With the abandonment of railway branch lines in western Canada and the development of more efficient trucks we find that today trucks will take 500 bushels of grain from the farm to the elevator. It seems to me that we are moving into a period in western Canada which will mean the disappearance of the local elevator, at one time the landmark on the prairies. We will have the kind of elevators described by the hon. member for Humboldt-Melfort-Tisdale. In fact, he may be the first member from western Canada to put his finger on this new revolution which will take place in the marketing of grain. I am sure that farm organizations, the Saskatchewan wheat pool, the Alberta wheat pool