

*Supply—Transport*

other than less than carload shipments derived from that particular point.

I would also point out that in the city of Brandon, as at other major points, there are tax exempt lands owned by the C.P.R. with assessments of up to \$1 million which would realize an additional tax income of \$67,000 per year were they not subject to special concessions among the many privileges given to the C.P.R. for the operation of an efficient transportation facility in Canada.

There is one other point, and this is where trucking comes into the operation. Where stations and trains have been removed it is pointed out that these areas, particularly in southern Manitoba, are now being served by the Canadian Pacific highway transport system. But as soon as the railway goes, as soon as the station goes and as soon as the agent goes, that service is reduced from a daily service to a twice weekly service. It is a gradual process of attrition right across the line, and this because there is no national policy enunciated by the government which deals with the basic industry of transportation.

There are two other matters to which I should like to refer briefly and draw the minister's attention. They concern the port of Churchill and the Churchill railway. I hope that as the minister wrestles from day to day with the transportation problems which are created, as he indicates, by the tremendous upsurge in the economy, with the railways being called upon to bear burdens which were never anticipated, he will remember that the Churchill railway and the port of Churchill stand ready to serve the government, the minister, and the people of Canada at any time. Its facilities are far from being taxed to the limit, as he well knows.

I hope he will send a representative to the annual meeting of the Churchill supporters and promoters which will take place at Melville on March 21, I believe. Year after year the Hudson Bay Railway Association members come together and pass resolutions which seem to fall on the deaf ears of the responsible authorities in this parliament. I would just remind the minister, for example, that with reference to the cost of wheat—I am sure he is familiar with these figures—shipping through Port Churchill means a saving of 10 cents a bushel over Lakehead direct sales, 12 cents per bushel over Montreal and, with apologies to my maritime friends, 21 cents per bushel over the maritime price.

[Mr. Dinsdale.]

Such costs are all-important in transportation. I do not believe for a moment that the role and the responsibilities of the railways in Canada have diminished one iota. People talk of highways taking over, or trucks taking over, or buses taking over, or planes taking over. But with a booming economy, with congestion on our highways and with burgeoning and booming cities we are going to have to fall back on our railway transportation system if Canada is to continue to progress in the future.

Let me just quote on example in this regard which I bring to the attention of the minister because I know he is not an enthusiastic supporter of the Pine Point railway development. He, along with his colleagues of the day, discouraged the construction of the Pine Point railway into the Northwest Territories as being an unnecessary transportation development. I refer the Minister of Transport to my very good friend the Minister of Northern Affairs and National Resources, who is in the house at the moment, because whenever I have heard the Minister of Northern Affairs and National Resources discourse on the Pine Point railway he becomes ecstatic, almost as enthusiastic as were the members of the former Conservative administration when they started the construction of the Pine Point railway.

He can give the minister statistics about this development as well as I. It has opened up the Peace River country and has resulted in townsite development which will have an impact on the whole Great Slave lake area. I have figures which show that for the first six months operation of 1965 \$9.5 million were realized. I was in Japan in 1963 discussing northern minerals with the government there, and it is interesting to note that already they are taking 50,000 tons of ore directly from the Pine Point mine, which ore is being shipped over the Pine Point railway. This is one concrete example of what a forward looking government has accomplished in meeting the challenge of transportation as Canada moves forward to the future. It takes a government with vision, Mr. Chairman, to achieve such accomplishments, and I hope that the minister will be inspired by this also.

There is one direct matter I should like to deal with; others have dealt with air policy but the matter I wish to raise is urgent and I bring it very briefly to his attention. It is with respect to the policy for regional air carriers.