

Supply—Transport

The first is that, because of this arrangement, the people in my riding are not getting the Ontario Department of Education broadcasts which are provided by the Canadian Broadcasting Corporation. I have had several complaints. I understand that the physics course—

Mr. Pickersgill: I do not like to interrupt the hon. member, especially since he is a new member, but does he think he could exercise his blandishments on the hon. lady who reports for the C.B.C., and not on me?

Mr. Reid: I certainly look forward to trying to convince, in a very quiet way, the hon. lady. If I did, I would have to be much quieter than I have been. However, if that is the case, I am quite content to wait until the estimates of the hon. lady are before us.

Mr. Watson (Assiniboia): It is a pleasure for me, Mr. Chairman, to take part in this debate on the estimates of the Department of Transport. I am going to confine my remarks mainly to the movement of grain in western Canada. Before I start on those, I do want to say a few words regarding the passenger service. The hon. member for Kamloops has given us the picture in the far western part of the Dominion of Canada, and the hon. member for Kenora-Rainy River has just referred to the problems in his part of the country.

The removal of the "Dominion" has been a matter of great concern to all the residents of western Canada. Our train service is not what it could be. I am speaking mainly of the area between Calgary and Winnipeg. A good many of the people in my part of the country prefer to travel by train because it is more convenient. The cancellation of the "Dominion" certainly represents a cut-back in the services that the people of this area desire. I believe there is a genuine desire on the part of most people to have an efficient passenger service. This would include the service of meals, the provision of berths, etc.

I recall being in Toronto about two weeks ago and having to come to Ottawa on the evening of January 31. If you have ever seen confusion in transportation, it was that train. We came to Brockville, were put off the train at that point to get on another section, and found that the section we got on was the one we had just got off; and at the end there were 200 passengers standing in the aisles for the last two hours coming into Ottawa. I feel there is a definite onus on the railways to provide an efficient service between a city

like Toronto and Ottawa the capital of Canada. I feel this is something the department should consider carefully. Perhaps we should have a dayliner service, or some service of that type, so that you could commute between these two cities very quickly.

So far as the movement of grain is concerned, Mr. Chairman, this has always been a problem in western Canada. I have never felt we have had the complete co-operation of the railways, or other people who are responsible for the orderly movement of grain. Practically every year the railways can produce box cars to move the grain in the last months of the crop year.

● (3:40 p.m.)

I am going to compare the quota system with how grain was moved over the last four years, which I think is the only way we can understand the complete picture. I should like to refer to the two western provinces of Alberta and Saskatchewan, and briefly to Manitoba. This province does not fit into the picture at the present time as much as it did before, I understand that the grain is moved out of that province to the Lakehead for the late fall shipment, because of the short rail haul.

I have in front of me the Canadian Wheat Board statement of quota distribution as at February 24, 1964, which gives the comparable figures for 1962-63 and 1963-64. There is also a statement showing a comparison as at February 7, 1966 of the last two crop years.

In Saskatchewan in 1962-63 there were only two points on a three bushel quota. In 1963-64 there were seven points on a three bushel quota. Last year, the crop year 1964-65, there were 14 points on a three bushel quota. Today there are 157 points in the province of Saskatchewan still on a three bushel quota.

Now let me turn to the province of Alberta. Four years ago there were no points on a three bushel quota. In 1963-64 there were 37 points. A year ago there were 17 points. Today there are still 128 points on a three bushel quota; or less and in the province of Alberta today there are still 74 points on a two bushel quota.

I think I should point out what this means to the farmers when they try to dispose of their grain, which in a good many cases is their only source of income. I refer to the 1964 Saskatchewan Farm Business Summary which gives the size of various farms. I think this illustrates the entire situation.