

Railway Act

automated, as I remarked the other day in the House of Commons during orders of the day. They are not as highly automated as are the U. S. ports, and I say that automation will not take place there unless we get the C.P.R. to do something about it. I think the hon. members for Battle River-Camrose (Mr. Smallwood) and for Jasper-Edson (Mr. Horner) made a special trip to Vancouver and saw the slow rate at which grain is unloaded from the C. P. R. cars to the boats. The fact is that the C. P. R. should be brought before a standing committee of this house and interrogated. They control many of the docks, as well as the property there, and therefore they control the whole enterprise. They should be asked why they cannot move grain from the farms. I estimated, and my estimation was somewhat conservative, that this year we would produce in western Canada 800 million bushels of grain. We see now that western Canada has produced between 840 million or 870 million bushels.

The government says it has solved this problem not only for this year but in the projected future, which is all to the good. Nevertheless we will have lost those markets, as we did some of last year's sales to Russia, because we could not move the grain from the farms, and from the country elevators to the ports.

Very few people in Canada seem to realize that this is a \$2 billion industry. Very few people in Canada seem to realize that the wheat producers of this country—and I want to emphasize this—are the only producers in the world who are not subsidized. We are the only exporting nation of the world that does not subsidize the farmer. Many people in Canada believe that the cheques from the Canadian Wheat Board come from the Canadian treasury. The Canadian Wheat Board is a separate board and it gets its money from the sale of the wheat which the farmers sell through the board. From the initial payment to the final one, it is the farmers' money, for their wheat, and there is no subsidization.

The situation was that wheat was left in the country elevators. I blame the C.P.R. for this, and I believe the C.N.R. is also responsible. When this crop was being harvested there were farmers in Alberta who were not able to deliver one bushel of wheat to the elevators to pay their expenses. When I mentioned this to a member of parliament from another section of the country, he was at a loss to believe that the farmer could not sell

his wheat. He said: "But your wheat crop is sold". It is sold on paper, but what can the farmer do? He has to build bins and go to extra expense to store the grain himself because the C.P.R. and the C.N.R. have not done their duty to transport this grain from the country elevators to the ports and on to the ships of those nations who bought it. That is why I go along with the hon. member for Burnaby-Richmond (Mr. Prittie) when he says that C.P.R. officials should be brought before a standing committee. The wheat industry is the biggest industry in Canada, and the railroads of this country are letting the western farmers down.

I am glad to have the opportunity to speak on a bill such as this one, because this is the most important matter facing the government today, except for the question of the cost of living. Yet all we have been doing in the last two days, and all we will be doing for the remainder of this hour, is to talk about a bill which the government does not intend to implement for two years anyhow: What a window dressing.

I say that the C.P.R. should be brought before a standing committee, and I want to come to grips with this. My home city is a city of 350,000 people. Our original railway station was knocked down because the railway company was unable to come to grips with their financial commitments and their city land arrangements. We have in Calgary a C.P.R. station now which serves the Canadian on the main line. Yet in a city of 350,000 people, that station is not big enough to serve a hamlet of 3,000 people. It is usually overcrowded and in the summer it is a filthy place, full of flies—not a very attractive place for tourists. Believe me, that railway company should be brought to task before a standing committee of the House of Commons. The railway station in Calgary is a disgrace to the city, even if it were a temporary structure—which I do not believe it is. They say it will be there for two years.

I endorse the Liberal member's remarks when he says that the C.P.R. wishes to get out of the passenger service. I believe him. Let some hon. member try to make reservations on the "Canadian" in my home city. The line is usually busy in the summer, and I sometimes wonder whether they just take the phones off the hooks. You cannot make the reservations, and when you do get down to the station it is terribly overcrowded. Most of the time the "Canadian" is full to capacity. Matters having to do with the station are in a