

Supply—Transport

line in the world, air lines, steamship lines, trucking lines, thousands of acres of agricultural and timber lands and petroleum, natural gas and other mineral lands as well as a host of subsidiary companies. That is what Canada gave these people who built this railroad, in spite of that Mr. Emerson said following statements by the Minister of Finance and the Minister of Agriculture. I quote from the *Star-Phoenix* of January 24, 1966:

The agreement in 1881 between C.P.R. and the federal government, said Mr. Emerson, emphasized that the railway would construct and operate the railway efficiently.

Mr. Emerson is a lawyer and I am just a farmer but he does not fool me by changing the position of the word "efficiently". The original agreement stated that in consideration of the completion and perpetual and efficient operation of the railway by the company the company was to receive the things to which I have made reference. Mr. Emerson has now twisted that around. The company should continue to operate this railroad in an efficient manner and it cannot do so by dropping passenger transportation and failing to haul wheat. The company can derive its profits from its subsidiary operations without creating this serious situation we face in the transportation industry today.

I should like to quote now from an article which appeared in the *Western Producer* of January 27, 1966 in which Mr. Arnold Platt is reported as having said:

Arnold Platt, representing the Farmers Union of Alberta Co-operatives, told the western agricultural conference here January 21 that nationalization of the Canadian Pacific Railway will eventually take place because the C.P.R. hopes it will.

I am 100 per cent convinced that that is the C.P.R.'s motive. I am a long way from being a socialist, thank heavens, but if that is the game the C.P.R. intends to play in cutting down on service to the Canadian people, then the time has come for the government to take over not only the operations of the railroad but the operations of all its enterprises. If we are going to be given back the goose we also want the golden egg.

I do not think I need to continue my remarks this afternoon, Mr. Chairman. I hope I have given the facts in respect of the slowdown of the whole movement of grain to the port of Vancouver. The facilities there are sufficient to handle a greater amount of grain but the C.P.R. is not moving the grain to that area.

In closing I should like to quote from *Hansard* of Wednesday, February 9, page 967, where the Minister of Finance said in answer to a question about grain movement:

—the movement of grain at Vancouver has increased very substantially and is now at an average rate of 600 cars a day.

The movement might well have been 600 cars for one day but when we were at Vancouver nine days before on January 31 the average was 450 cars per day. However, if the facilities are sufficient to handle 600 cars per day the railway should move that many. The Minister of Finance is absolutely wrong in blaming the slowdown on port facilities, because he now says the operations are up to normal and I am sure there has been no work done on those facilities since his original statement was made.

• (4:10 p.m.)

It is time the minister looked into the operations of Canadian Pacific Railway regarding the movement of grain from western Canada. He has completely failed us.

Mr. Pickersgill: Mr. Chairman, I wonder whether I might be permitted to say a few words on this subject before anyone else speaks in view of the very important topic upon which the hon. gentleman has just been speaking. Perhaps I was clairvoyant but I did guess that the subject of grain movement would arise this afternoon.

An hon. Member: You must have a crystal ball.

Mr. Pickersgill: Therefore, Mr. Chairman, I thought it would be a good idea if I gave the committee an up to date report on this subject. Perhaps I should have done it before the hon. gentleman spoke but I think it would be helpful to the committee if I gave a report, which was prepared for me this morning, with regard to the export grain position at west coast ports as it stood on Saturday, February 12. Then in discussing this matter we will have the most up to date information that is available to the government.

I know that a number of hon. members would be quite interested in this information, and with your permission, sir, I shall read quite slowly.

Since the beginning of the year there has been a marked improvement in the daily average of cars of grain loaded for west coast ports, Vancouver, New Westminster, Victoria and Prince Rupert, and of the number of cars unloaded at those ports, as the following table