

Supply—Transport

which the Minister of Finance came out with his story.

• (4:00 p.m.)

I understand that last week end the parliamentary secretary to the Minister of Agriculture was appointed as parliamentary secretary to the Minister of Finance and has gone out to see whether he can ascertain what the problem is.

I have some interesting facts with me today regarding the monthly averages of grain loadings at the port of Vancouver. In 1964 the monthly average was something over 17 million bushels and in 1965 it was over 14 million bushels. The largest shipment in 1964 was 22 million bushels whereas the largest shipment in 1965 was only 18 million bushels. The smallest shipment in 1964 was 12 million bushels and the smallest shipment in 1965 was 6 million bushels. One can see from these figures that the harbour authorities can handle more grain than they have been handling but the railway companies are not delivering the grain. I suggest that the C.P.R. is the big offender in this regard.

In respect of the railway grain movement it is interesting to note that before 1965 the C.P.R. delivered a greater number of carloads of grain to the Vancouver harbour area than did the C.N.R.; yet in the month of November last, the C.P.R. delivered 1,200 fewer cars than the C.N.R. The C.P.R. states that it has not got sufficient motive power but it is strange that they should run out of power so quickly. It is my opinion that they want to rid themselves of their responsibility for providing the "Dominion" passenger service and are using this as an excuse to come before the cabinet now at the expense of western farmers.

I could cite you many examples today of farm machine agencies which have closed their doors because the farmers cannot pay their bills, and all of these agencies are located along C.P.R. lines. The Canadian Pacific Railway is using a fair percentage of its box cars for hauling potash because they receive \$6 per ton more than for hauling wheat. Before I complete my remarks today I want to put facts on the record which will indicate the responsibility of the C.P.R. to those people of Canada whom they seem to have forgotten.

The C.P.R. uses the excuse for its rather poor performance that it has not a sufficient number of cars. That is a rather strange excuse when one considers the number of

[Mr. Smallwood.]

cars we saw, some empty, some full, sitting on the sidings at Kamloops, North Bend, Ruby Creek, Spence's Bridge, Harrison Mills, Agassiz and Coquitlam.

The C.P.R. is turning over all its assets such as land buildings and so on to the Marathon Realty Company. They have reached the stage when they hope that we will take over the operations of the railroad. The C.P.R. was given the goose that laid the golden egg; they now have the golden egg and they want to give the goose back to the government. Perhaps I may be allowed to mention some of the things we gave the C.P.R. in return for an efficient trans-Canada railroad. I have the document before me and it will only take me a moment to put these considerations on the record.

Mr. Pickersgill: Those things were all given to the C.P.R. when a Tory government was in power.

Mr. Smallwood: That is exactly correct. That Tory government was more liberal than the Liberals. Had it not been for that Tory government we would not have any trans-Canada railroad in this country or any lines to our north or roads to resources. We would have had no expansion in this country had it not been for the actions of the Tory government.

The federal act which approved the contract between the government and the incorporators of the Canadian Pacific Railway provided that, in consideration of the completion and perpetual and efficient operation of the railway by the company, the company was to and in fact did receive a subsidy of \$25 million, the conveyance of 25 million acres of land including all the coal, petroleum and other mineral rights therein, the transfer of certain lines of railway in eastern Canada owned by the government, duty free admission of all steel rails used in the building of the railway and perpetual exemption from taxation by Canada or any province thereafter created, of which Alberta was one. This exemption applied to all stations, station grounds, workshops, buildings, yards and other property on the main line of the railway. It also received subsequent conveyances of vast timber areas on Vancouver island. That was a pretty lush deal for the C.P.R.

Because of its rich endowment by the people of Canada the C.P.R. is now one of the biggest, wealthiest and most influential companies in North America, owning and controlling the largest privately owned railway