

*Supply—Transport*

Minister of Transport had a little meeting with Mr. Emerson, President of the C.P.R., who came down out of his ivory tower in Montreal to meet these ministers. After the meeting the Minister of Finance came out and drove a knife in the back of the poor Minister of Agriculture. He said, "You are misinformed; it is not the C.P.R., it is the port facilities in Vancouver that are the bottleneck". This is very interesting. That was his statement on that occasion.

Today the Minister of Finance was asked a question regarding the movement of grain and he replied that the movement of grain was back to normal. If it is back to normal, then how did they improve the facilities of the port of Vancouver so quickly? I think he just does not know where they are going.

When all this confusion was going on the hon. member for Jasper-Edson and myself made a trip to Vancouver and spent three days at that port. As I have said, the Minister of Finance stated that the Vancouver facilities were not adequate to handle all the grain, that this was the cause of the delay and that the C.P.R. was doing fine. I get a little suspicious when I hear statements like that, especially since C.P.R. shares have risen to \$63 from \$23 during the last two years. Incidentally, I wonder how many of those people have shares in that private enterprise organization.

After that statement by the Minister of Finance the following telegram was sent to the minister from W. A. Sankey, Secretary Manager of the Vancouver Merchants Exchange:

We strongly protest statements made in the press today wherein you are quoted as agreeing with statement of Mr. Ian Sinclair to the effect that "the real problem is a shortage, not of box cars, but in the shipping facilities at the port of Vancouver," and you are quoted as stating that, "Vancouver terminal facilities have not been adequate to handle the kind of shipments that we have had in the last two or three years."

Records show that our facilities with a proper flow of cars have handled 25 million bushels per month. Furthermore at a meeting held January 20th in Vancouver, under the auspices of the Canadian Wheat Board, at which members of that board, terminal elevator operators and railway officials were present, the west coast grain problems were fully discussed and the conclusion reached that the trouble over the last several months has been caused by the failure of the railways to deliver sufficient cars to elevators to meet Canada's export grain commitments, which is an absolute contradiction to statements attributed in the press to yourself and Mr. Sinclair.

The other day the Minister of Transport got up and said it was a few snowbanks

which had held up the movement of grain for a week, but it is more serious than that. The hon. member for Jasper-Edson and I spent three days at the port of Vancouver. We had a good reception every place we went. We found that the wheat pool terminal held only 1,300,000 bushels though their elevators were capable of handling 7 million bushels. We also found that the C.P.R. owns all the trackage in front of the pool terminal and elsewhere throughout the harbour. We found that instead of 150 cars a day being brought in, which the elevators were capable of handling, they were lucky if they got 120 cars.

We visited one small terminal that could handle 12 cars a day but the operator was getting only four. We visited a third terminal that could handle 120 cars a day but we found that the operator was not receiving that number of cars from the railroads. He had two tracks in front, each of which would hold 15 cars, but some mornings when he went out he found only four cars spotted on each track.

We visited officials of the harbour board. We thought we should also be polite and courteous to the C.P.R. because every place we went all over the harbour the C.P.R. was criticized. We visited the C.P.R. officials but we were flatly told that Mr. Emerson in Montreal makes all statements. If the minister wants to find out the cause of the holdup in wheat shipments I can tell him it is due to the C.P.R.'s actions in Vancouver.

It is interesting to note that after the minister had blamed the port facilities in Vancouver for not being able to handle the grain there were only 4,223,576 bushels of wheat at the Vancouver terminal as of January 31 last. This covered all grades and the total grain on hand amounted to 11 million bushels even though the port is capable of handling 20 million bushels.

On the day we visited the harbour board there were eight vessels at berth in the harbour. There were two vacant berths because there was no grain available and there were nine vessels waiting to be loaded. I ask the minister if he does not think he has some responsibility to go out there and see what is going on? I do not place all the blame on the Minister of Transport. It should be shared by the Minister of Finance who is responsible for the wheat board.

The Minister of Agriculture went out west and came back with one story. Then there was a meeting with Mr. Emerson following