

*CNR and Air Canada*

**Mr. Horner:** And who built that?

**Mr. Deachman:** Well—

**Mr. Horner:** Who built that?

**Mr. Deachman:** I will be very glad to tell you hon. members who built it. It was built by the Saskatchewan co-op, by many hon. members opposite whose dollars are involved in that co-op.

**Mr. Horner:** Don't take the credit for it, then. Tell us what the government did.

**Mr. Deachman:** I am saying that it was built at Vancouver harbour to improve the grain trade.

**Some hon. Members:** Oh, oh!

**Mr. Deachman:** And to provide access to that elevator the biggest suspension bridge in Canada was built across the harbour. Along the harbour, at other points, dredging took place in order to allow larger vessels to come to Vancouver harbour and accept grain.

**Mr. Horner:** The harbour is dredged every year.

**Mr. Deachman:** Longer jetties were extended into Vancouver harbour in order that vessels of longer length could be loaded and in order that more and more holds at one time could be filled, thereby enabling the men to work more quickly and ships to turn around faster. The net result of this—

**Mr. Horner:** Did you people put electric light bulbs over the edge of the harbour so that ships could be loaded at night?

**Mr. Deachman:** That may have been done. However, the net accumulated effect of all this, plus the accumulated effect of the additional boxcars and modern unit trains I referred to earlier in my remarks, has enabled the port of Vancouver to deliver twice the amount of grain—

**Mr. Horner:** No.

**Mr. Deachman:** It has moved twice the amount of grain that it was able to move a decade ago.

**Mr. Horner:** In 1960 they loaded one million bushels per day. They are not loading that much today.

**Mr. Deachman:** I ask hon. members who doubt these figures to check the amount that was loaded on average a decade ago. Look at the amount being loaded now and compare the operations of a decade ago with what is being done now.

**Mr. Gleave:** Who cares about what happened ten years ago?

**Mr. Deachman:** Also, Mr. Speaker, we who come from Vancouver can say that we have moved from being Canada's second or third ranking port to Canada's first ranking port in terms of export volume.

**Mr. Horner:** That has resulted from the level of ocean freight rates and not from anything the port did.

[Mr. Deachman.]

**Mr. Deachman:** One could say, perhaps, that we have not done the best job in the world—

**Mr. Horner:** Hear, hear!

• (2040)

**Mr. Deachman:** Essentially, what we have succeeded in doing—

**Mr. Horner:** Another failure by the government!

**Mr. Deachman:** No, it is not. We have succeeded in doubling the capacity of that port to take care of Prairie shipments. I do not think that is a bad performance. Hon. members opposite from the prairie provinces may want to tell us what they have done about grain drying and utilizing grain cleaning equipment to enable them to send clean, dried grain to the west coast so we would not have to perform those functions at the moment grain was demanded by ships. They might look at their own antiquated elevator system, which is based on the movement of the horse and wagon to a railway elevator point, and ask themselves just what they have done to improve the system on the Prairies for the smooth movement of grain. I listened to hon. members telling us about the movement of grain. I listened to experts who appeared before the transport committee telling us about the antiquated system for which members opposite have fought.

**Mr. Horner:** They are not antiquated.

**Mr. Deachman:** I do not think we on the west coast have to apologize for anything. We have twice the capability for moving grain that we had a decade ago. The people on the Prairies do not begin to have twice the capabilities. I drove through the Prairies. What did I see? Did I find the prairie people in the co-op, who were boasting a moment ago, capable of taking care of the grain situation? No. I found storage on farmers' land in increasing quantities because, I presume, the co-ops have not been able to take care of it. If I were looking for efficiency in the handling of grain and the storing and movement of grain, I would not look to the west coast for improvement but to the Prairies.

**Mr. David MacDonald (Egmont):** Mr. Speaker, it is unfortunate that the hon. member for Vancouver-Quadra (Mr. Deachman) sat down so quickly, because he was having such a good time telling us how great things are in the west. He could have started to tell us that in the east we have no problems in spite of the eight increases in freight rates we have suffered over the past three years and the considerable decline in the movement of our basic products such as potatoes to central markets. However, one presumes that the hon. member has no limit to his naivety and that on a future occasion he will favour us with a rendition of how things are not in eastern Canada.

Having listened to Aesop's Fables for the past few minutes, I think it would be useful to put some hard facts on the record. In the past few days I have received a newsletter issued by the potato trade which indicates in factual terms the deterioration in service provided by the railway for the movement of that basic commodity from Prince Edward Island. It is interesting to note the move-