

Movement of Grain

or Thunder Bay or Churchill or Prince Rupert for export, but to move the private enterprise off-board grain. The unrestricted delivery of non-board feed grain is destroying the equality of the quota system for which farmers in the west have fought so hard. Every bushel of non-board grain entering the system displaces capacity to handle the export grain which is the bread and butter of the grain farm economy. There will be a serious shortfall of grain movement this winter unless the government finds the will to take action.

In the short-term, we need to speed up grain movement this winter. In the long-run, we need basic structural changes to make sure that railways serve people and serve the country, instead of serving a board of directors concerned only with a profit motive. The CPR does not intend to co-operate with this government. It has not co-operated with any other, so why should it co-operate with this one? For years it has dictated policy to successive old-line party governments. And it has the muscle to do it; it is a large corporation with a lot of friends in political circles. Indeed, one John Turner who used to be in this place is now on the board of directors.

Even the Leader of the Opposition is going in to bat for the CP to get it more airline business. After all the help we have given the railroads, after all we have given CP since 1885, the Leader of the Opposition says "Let's give them some more". If there was any validity to his claim that Canadian Pacific should be given a larger share of the airline business, I would say to the Leader of the Opposition: make it conditional. He should demand that the railway substantially improve tracks and its capacity to move grain, in which case consideration might be given to letting it have more airline business.

I never thought I would have to say this, Mr. Speaker, but the Minister of Transport and Minister of Justice is chicken. I had always thought that was one of the last things he would be. He has been double-crossed by railway management, one publicly and the other privately owned. It is true Canadian National has agreed to repair 1,000 cars, half the number it should be attending to, provided the public pays half the cost. The Minister of Transport, the Minister of Justice, the minister in charge of the Wheat Board—they are all the same person—lets them get away with it. He has the authority under the law or, if he does not, he can damned soon get it either from cabinet or from this parliament.

Mr. Knowles (Winnipeg North Centre): He should talk turkey.

Mr. Benjamin: Yet the Leader of the Opposition is so mesmerized by private profit in transportation that he has joined those who do not want to make the CP provide the service it is supposed to offer. The CPR won't carry grain, it won't carry people and, under successive old-line governments, it has the country to gain and nothing to lose except the taxpayers' money.

The Leader of the Opposition defends an outfit like the CPR and wants to give it more. Already that company owes the people of Canada \$580 million in deferred income tax. I could be a big wheel private enterpriser too, with a deal like

that. If it had not been for subsidies paid every year to CP since the middle of the "dirty thirties"—there is no need to go back to 1885—the company would never have shown a profit in all those years. It could not have survived had it not been for largesse from the people of Canada. The company received \$102 million in handouts last year. And what do they do? They sabotage grain movement, and the Leader of the Opposition says, "Let's give them some more." He wants to give them more of Air Canada's routes. Those routes were built up by the people of Canada at a time when private enterprise would do nothing. Now that they are established, now that Air Canada is a money-making corporation, along come CP together with the private enterprisers and their supporters, and say, "We want the gravy; we will leave the non-gravy, the money-losing parts, with public enterprise; the taxpayers can pick up the tab."

Canadian Pacific does not even like to tell us how much its president is paid. We had to get that information through the U.S. Securities and Exchange Commission. Poor fellow, he lived up to the guidelines. He only got a 10 per cent increase last year. He went from a salary of \$300,000 a year to \$336,000 a year. But we had to find that out under the laws of another country. This is symptomatic. It indicates the political power and muscle which the CP possesses. That corporation is a law unto itself. Canadian Pacific is bragging about a record profit of \$233 million. But it will not co-operate when it comes to repairing its own equipment even though the taxpayers are prepared to pay half the cost. Of that \$233 million profit, \$51 million came from CP Rail.

We should not forget that the empire which CP has built up was made possible in the first place by public gifts provided to the company in exchange for a commitment to supply public services under principles enshrined in the statutory grain rate provisions, the Railway Act, the Canadian Pacific Act, and other legislation going back to 1881. Canadian Pacific has chosen to relieve itself of the obligations it assumed in exchange for these gifts from the people of Canada. I might add that these gifts were not looked upon as such at the time they were made. They were regarded as part of a contractual process, part of a bargain under which the company would provide the transportation services required by a country with our geography and climate. That contract has been broken.

The people of Canada have been double-crossed. CP has thumbed its nose at successive national governments and has given the grain producers and the taxpayers to understand that it has no intention of carrying out its responsibility to maintain and increase its grain carrying capability. Canadian Pacific has no intention of fulfilling its responsibility to enlarge its capacity in order to increase still further our grain export sales.

The minister will talk about the movement of 850 million bushels. That is good. That is a large amount. But where do we go from there? If we do not keep moving ahead we shall start falling back, as the figures I have given illustrate. Our capacity is at best only equal to what it was six years ago. I submit that it is, in fact, less than it was six years ago.