

Grain

with regard to Vancouver. I refer to putting No. 2 Northern into position for shipment. Extra crews are working in the yards, and I am sure the railroads can look after the situation.

I was quite amazed, to say the least, when the Minister of Agriculture made his great announcement about the Canadian Pacific news release concerning what they are about to do. Hon. members know what happened at about 2.30 this afternoon. The few remaining Liberal members in the chamber indicates that there is not very much concern on that side of the house. I suggest that they consider the time when this question was raised today. At about 2.30 this afternoon the hon. member for Mackenzie (Mr. Korchinski) moved his motion, which was accepted by Mr. Speaker. At four o'clock instructions were issued from Winnipeg to the railway terminal at Moose Jaw telling them exactly what to do.

• (11:10 p.m.)

We knew there were 190 cars of No. 2 northern in that yard waiting to be moved. We also knew after four o'clock that a train was ordered for the west with a 70 car drag. We also know that orders were issued that all the No. 2 northern grain must be moved as soon as possible, and it was exactly four o'clock this afternoon when the message was received at the terminal. After the action was taken in the house, we knew wires would go out to that terminal and no doubt to many other terminals across the country. I suggest this indicates that it takes the action of the Opposition to move this government off its fat back. This is another example of what can be done if there is an indication from the government of their sincerity to do something for the economy of the country. A notice is sent from Winnipeg that additional units are to be put on to carry the grain west. Workers in the terminal were called on to work time and a half oiling box cars and getting them out.

I happen to have worked for some years on the railroad for an excellent company. They will co-operate if they have the co-operation of the government, but often they find that they load these cars with grain and they are then left in a siding. There is no justification for the government allowing this situation to exist this long without getting the railway companies involved directly. I am sure that if you look at the figures, you will find the railroads are willing to co-operate if there is some indication from the government and

from various departments that they want to do something about the problem.

With regard to what the Minister of Industry, Trade and Commerce (Mr. Pepin) said about these trains only hauling 30 cars in comparison to double that amount, in good weather, we must realize the reference is probably to a one unit operation. After the decision taken in the House, no doubt the Canadian Pacific, and the C.N.R., will move these trains efficiently and quickly to the port of destination.

I suggest that the operation could probably have been much more efficient if there were not as many mishaps and derailments. I believe this is something with which the Minister of Transport (Mr. Hellyer) is morally obligated to deal before the week is out. There is an indication that there is an overall increase in these mishaps, which naturally delay the movement of grain. I can assure the house that there is a great delay in this regard.

I would like to conclude, since I know other hon. members wish to speak and we do not want to drag the debate out past 3 a.m. However, I suggest that in my opinion the government is trying to lay the blame on the Opposition. I suggest that the amount of time the ministers of this government have taken trying to cram through the house an unnecessary increase in interest rates could have been well used in co-ordinating the movement of grain, the need for which they could have anticipated.

Another thing which I would like to respectfully suggest is that the government has spent a considerable amount of time trying to set up the national grains council. I assure you that although we do not oppose the national grains council, the time taken up by those people could have been used to better advantage. I respectfully suggest also that it could well be when the top echelons of our civil servants in the various departments connected with this critical issue were compelled or requested to take the language course this then directly created a lack of coordination within the departments. It is my considered opinion that too many of our top civil servants have had to go to these courses at this time.

Mr. Deputy Speaker: Order, please. I suggest the hon. member return to the issue before us.

Mr. Lambert (Edmonton West): He is on it.