

the year. I asked when, and was told that the date would be as near to January as possible. We were told on several occasions that these prices would be announced before the farmers planted their seed, so they would know what they were going to get. Now the grain is coming up, potatoes have been planted, and so far as I know there has been no announcement of prices having been set for wheat, oats or barley.

**Hon. Mr. MacDonald:** Before the honourable gentleman leaves the subject of potatoes, would he mind if I say a word or two?

**Hon. Mr. Barbour:** If the honourable senator wants to ask a question, it is all right with me.

**Hon. Mr. MacDonald:** I would put the question in this way, if I am permitted, honourable senators. I have here a report referring to the Minister of Agriculture for the Island, who was here a few days ago—

**Hon. Mr. Barbour:** You want to make a speech, do you?

**Hon. Mr. MacDonald:** Not exactly.

**Hon. Mr. Barbour:** Well, go ahead. I would like to be helpful.

**Hon. Mr. MacDonald:** I would like to quote the minister's remarks.

**Some Hon. Senators:** No, no.

**The Hon. the Speaker:** The honourable gentleman should state his question.

**Hon. Mr. MacDonald:** Very well, I shot my bolt last week. But negotiations between the federal Government and the potato growers are still pending.

**Hon. Mr. Barbour:** That is the trouble. As all these gentlemen have found, things are "still pending". In this connection I saw an editorial in the *Guardian*, whose editor is known to the honourable senator from Queens (Hon. Mr. MacDonald). It is not very complimentary to the Government.

The other day my honourable colleague from Queens said some good things about the Island. However, I would rather let others deal with this. I am more interested in the provision of transportation to and from the Island. We have one good ferry, and there is another, well over 40 years old, which was built on the Clyde, in Scotland.

**Hon. Mr. Reid:** Then it is a good boat!

**Hon. Mr. Barbour:** We have also at Tormentine an old ferry which used to run

between Cape Breton and the mainland before the Canso Causeway was built. I think the Government would be well advised to provide another boat as soon as possible for the Borden-Tormentine service. I know there is talk of building a causeway, and engineers, I believe from Vancouver, are working on the project. If it is found feasible it may be constructed some time, but I am very much afraid that we shall need more transportation before the causeway is built.

On motion of Hon. Mr. Beaubien, for Hon. Mr. Crerar, debate adjourned.

## CANADA AGRICULTURAL PRODUCTS STANDARDS BILL

### SECOND READING

**Hon. Lionel Choquette** moved the second reading of Bill C-17, to amend the Canada Agricultural Products Standards Act.

He said: Honourable senators, the purpose of this bill is to permit the establishment of federal grade standards for leaf tobacco. It involves a very brief amendment to paragraph (a) of section 2 of the Canada Agricultural Products Standards Act, to add the words "leaf tobacco" to the list of commodities for which grades may be adopted by regulation under that act. The term "leaf tobacco" applies to the form in which tobacco is sold by growers to processors. The authority for grades, which will be conveyed by this bill, does not apply to tobacco in processed or manufactured form.

When the Agricultural Standards Act was introduced to Parliament in 1955, bringing authority for the grading of agricultural products under one statute, it was not then contemplated that grade standards would be required for tobacco. Buyers then purchased tobacco from growers by complete crops. Last year the Ontario Flue-Cured Tobacco Growers' Marketing Board was established under the authority of the Ontario Farm Products Marketing Act. The new board decided to sell the tobacco by grade at auction. To establish confidence with growers and buyers, it desired to have official grade standards established and to pack and sell their tobacco by those grades under the supervision of Department of Agriculture inspectors.

The grading of agricultural products touches fields of both federal and provincial jurisdiction. To avoid conflicting grade standards in their respective jurisdictions, it is accepted practice for grades to be established under federal legislation and for the provinces to adopt similar grades to cover products moving within provincial borders. It is also accepted procedure for federal inspectors to