

Wheat

lost business in the east owing to the fact that our selling prices on the east coast were out of line with world markets.

There has been no change in the selling price at Vancouver; there has been a slight increase in the selling price at Churchill, and there has been a reduction in the selling price at Fort William.

I can give the relative figures. These sales are based on United States funds. The Vancouver price today, in United States funds, is \$1.92 $\frac{3}{8}$; at Churchill the new price is \$1.94 $\frac{5}{8}$; and the new price at Fort William is \$1.85 $\frac{3}{8}$. I have here the prices of the various grades. If the hon. members wish me to do so I can put the table on *Hansard*. I am satisfied that the new pricing is realistic and will allow grain to move in the normal way.

The effect in the country was that while producers in Alberta are being enabled to fill their five-bushel quota, the same privilege has not been afforded to producers in Manitoba and in eastern Saskatchewan. If the

old pricing had been continued, that would have been the effect for a considerable period.

The board has perhaps been a little slow in moving in a situation that was becoming more and more difficult all the time.

Britain has been buying nearly all her wheat basis Vancouver, bringing it through the canal and enjoying a price reduction in London by doing so. This will permit Britain to buy basis Vancouver, Montreal or Halifax and get the same delivered price in the United Kingdom no matter from which port they wish to buy.

I might point out that these prices are the prices of this day. The prices I have given were issued by the board as being good until noon today. Tomorrow's price lists may be different, and if the demand strengthens there is a distinct possibility that prices may be increased. But to have a price at Fort William that is not effective because no wheat is being sold at Fort William is hardly a situation that any member of the house, I think, would wish to have continued. The list of prices is as follows:

CANADIAN WHEAT BOARD PRICES

February 17, 1954 (until 1:15 Winnipeg time Feb. 18/54)

I.W.A. — DOMESTIC — CLASS II

BASED IN STORE

| Grades— | Fort William/Port Arthur | | Vancouver | | Churchill | |
|---------------------|--------------------------|------|-----------|------|-----------|------|
| | U.S. | Can. | U.S. | Can. | U.S. | Can. |
| No. 1 Northern..... | 1.85 3/8 | 1.79 | 1.92 5/8 | 1.86 | 1.94 5/8 | 1.88 |
| No. 2 Northern..... | 1.81 1/4 | 1.75 | 1.88 3/8 | 1.82 | 1.90 1/2 | 1.84 |
| No. 3 Northern..... | 1.77 | 1.71 | 1.83 1/4 | 1.77 | 1.86 3/8 | 1.80 |
| No. 4 Northern..... | 1.70 7/8 | 1.65 | 1.77 | 1.71 | 1.80 1/8 | 1.74 |
| No. 5..... | 1.67 3/4 | 1.62 | 1.67 3/4 | 1.62 | | |
| No. 6..... | 1.66 3/4 | 1.61 | 1.66 3/4 | 1.61 | | |
| Feed..... | 1.62 1/2 | 1.57 | 1.62 1/2 | 1.57 | | |

NOTE: These are the second day's prices under the new pricing arrangement. The changes from the previous day are as follows:—

(a) All prices up 1/8 cent, except

(b) Spread widened 1 cent on No. 3 and 4 Northern basis Vancouver only.

Conversions made at .96 19/32.

Mr. Drew: Then the new policy, and it is a new policy, is mainly directed toward encouraging the shipping of wheat east from Fort William instead of letting the preponderance of shipments go by Vancouver, as has been the case in recent months. As I understand it, up to January 27, 65 million bushels were shipped from Vancouver and 49 million bushels from the eastern seaboard. This is not so much a question of commercial pricing as a question of seeking to redirect the movement of wheat by the price. Is that not the case?

[Mr. Howe (Port Arthur).]

Mr. Howe (Port Arthur): I would hardly say the purpose is to redirect wheat. It is to equalize the various outlets, to set the prices at these ports in a way that will give the buyer the option of buying from the port which he usually uses, without a price penalty. That is the real situation. I think it will have no effect on the Vancouver movement. In fact the port of Vancouver is booked well through March at the present time. But we are losing business to other countries that the port of Vancouver is incapable of handling, and I think this correction of the price