

space to handle the same quantity of grain.—A. Well, I do not suppose the railways were built to handle grain alone, and they can not operate having regard to grain only.

Q. How does that fit in with my statement?—A. You just cannot always get enough box cars for an elevator to fit your needs.

Q. I would agree with you that there are certain storage requirements over and above that in the elevator, there are necessary in periods of congestion, but the point I am making is that with box cars allocated according to the delivery preference of a farmer, the elevator company that he would select would not need the same amount of storage space as that of the opposition.

Right Hon. Mr. HOWE: May I make a brief comment? Do you not think that you are getting this car distribution question a little out of proportion? I often wonder what the members from the maritimes think the problems of the west are. Apparently they go away with the impression that if we could give the pool all the handlings they wanted there would be no other grain problem. Do you realize that Canada is competing with every other country in the world that is trying to get rid of grain, and our ability to compete depends on having the grain at the right price at the right time and of the right quality? Is that not the paramount problem? I realize that it would have been an advantage to the Saskatchewan Pool, if, instead of handling, say, 210 million bushels last year, it might have handled 260 million. That is important, but I do not think that that is our biggest problem. I think the problem in the farmers' minds is: how much grain can they market, not with any one particular agency, but how much grain can they market? That is the over-all problem, and the one that we in the government are slugging at. We are going to try to solve this problem of car distribution, but if we do not solve it no great principle is going to be violated. No one is going to have any serious loss. Why flog away at a problem which, in the light of all the problems facing the wheat producer today, is a very minor one?

Mr. JOHNSON (*Kindersley*): Mr. Minister, in that same regard, in view of the over-all condition, this perhaps can be relegated to a position down the ladder, but to the individual farmer it has been a problem that has been increasingly significant over the past number of years, and I feel that it is our responsibility to present that view.

Right Hon. Mr. HOWE: You have presented it. You have had evidence from Mr. Wesson that it is a serious problem. You had evidence from M. Parker that it is no problem at all; he is indifferent to what happens. You had evidence from Mr. Plumer that he does not regard it as very serious at all, but he would like to see a car cycle. What more evidence can you get on that point? We accept that evidence, and we are trying to see what we can do with it.]

Mr. JOHNSON (*Kindersley*): I think that that perhaps would express our point of view. At least we are on the record, both in the debates in the House of Commons and in the committee, as being strongly in favour of this. I would suggest that the eastern members might concern themselves in that same regard with trying to get an extension of the Canada Grain Act to cover all of Canada. I do not notice that they have been putting up any concerted effort to do that.

Right Hon. Mr. HOWE: The trouble is that the man who wrote the British North America Act did not make that possible. The only reason that grain grown in the western provinces can be handled by the federal government and brought under the Canada Grain Act is that it is mainly grain for export.

Mr. JOHNSON (*Kindersley*): I think that that would satisfy my inquisitiveness for the moment. I thank the minister for his assurance that something is going to be done for this problem.