

near future, it would mean those who have delivered already would be entitled to an adjustment for the amount they have delivered. But this would be, of course, for this one period only.

I might add, while we are on the subject of wheat prices, that we are most anxious to see a substantial increase, of course, in the world wheat price when the agreement is renegotiated.

Concerning the Canadian Livestock Feed Board, it is our impression that one of the purposes of this board is to buy grain at the lowest possible prices for eastern feeders. On the other hand, the purpose of the Wheat Board is to obtain the highest possible prices for western wheat producers. We believe there is a possibility of conflict between these two agencies. We hold strongly to the view that at no time should prices be such that they are below the market levels. We want to see the wheat board get the maximum amounts they can for our product.

We believe the feed freight assistance policy is harmful to livestock breeders and growers here in the west. We believe we have an inherent ability to produce cheap feed grains. Yet, part of the reason for the failure of our own livestock industry to develop as quickly and as far as we would like to see it, is the fact that this subsidy is, in fact, creating an artificial situation by encouraging the growth of the livestock industry elsewhere. So, we recommend that this subsidy be removed and let economics make the decision where livestock will be fed in Canada.

The costs of machinery make up about one-half of the total fixed and operating costs of the average western farmer. So we commend the government for its inquiry into this area and we look forward to the recommendations of Professor Barber when they are completed.

In connection with rail line abandonment, we recognize there must be some rationalization of the rail line system. We believe, however, that unless many farmers are going to be placed in an unfair position and there is a partial abandonment of the Crowsnest Pass rates, certain action should be taken by the federal government. We would recommend where a branch line is abandoned that there be a co-operative program between the federal government and the provincial government and possibly the railways as well to provide other connections—not necessarily the identical connection, because very often a cross-connection would be more satisfactory—by means of all-weather hard-surfaced highways, and that this be a joint program.

While the federal farm management program has been accepted as a provincial responsibility, we believe there could be some improvements by a joint federal-provincial program covering at least the three western provinces which have similar problems and similar economics. We believe this is going to be ever more important in successful farm management. So we recommend a joint federal-provincial program which could be carried on by means of a correspondence course. There has been some successful work this year through television courses.

We would suggest as well that the federal government might consider the use of a computer service to be available to farm management groups, as well as to anyone involved in the field of agriculture, so that we could make this new science more useful to agriculture.