

*Grain*

France Tryout." Earlier in the year, shortly after the strike of lakehead handlers, there was another headline, "Wheat Buyers Soon May Ask if We Can Deliver." That was in the *Financial Post*. Once a sale is lost it cannot be regained. One man's loss is another man's gain.

The James Richardson and Sons letter dated January 17 stated in part:

The Japanese were also interested in 17,000 tons of Canadian wheat on their weekly tender but this was unavailable due to port congestion at Vancouver; they did take one cargo of Australian wheat.

That indicates that we have lost that sale. As I have said, one man's loss is another man's gain. Apparently the government is willing to go along with the present conditions. Apparently the government is not willing to accept its responsibility.

Let us review the situation. The Wheat Board sends out its salesmen and they make the sales. The Wheat Board is told when the customers would like the grain delivered. It knows the type of grain that is required. It receives notice several weeks in advance that certain ships have been nominated to deliver the cargo. It has ample time to check where the type of grain is that is required. After all, the Wheat Board invested in a computer. Then, the Board informs the railway companies that X number of cars are required to deliver certain types of grain at certain destinations. The railway companies then arrange and spot these cars, and deliver as requested.

But what has happened? As early as November 15 the Minister of Industry, Trade and Commerce announced in the house, with some satisfaction to all of us, that China was to take 58 million bushels of wheat between December and July, 1969. The Japanese market became available because the Japanese refused shipments of grain from the United States since that grain was tough and not suitable for milling. There was a ready market. We had the grain, if not from this year then from last year.

Southern Alberta, which is closest to the Vancouver harbour, has adequate supplies of No. 2 wheat. I understand that there is a demand at Vancouver port for No. 2 wheat, No. 4 wheat and No. 5 wheat. Again I ask, what went wrong? After all, the Wheat Board had acquired a computer and knew where the grain was. It is supposed to be more efficient now. Why send salesmen abroad if we do not arrange our own affairs to meet the customers' demands?

[Mr. Korchinski.]

• (8:10 p.m.)

The government refused to accept any responsibility for spoiled and damp grain. This is part of the problem. Its failure to act at the time of the strike at the lakehead is another part of the problem. Terminals were congested, and when damp grain was harvested the terminals were rearranging their space instead of being prepared to dry grain on a 24 hour seven day basis. This they did not do immediately. Why is there no dry grain at the west coast terminals now? Last fall the Wheat Board authorized a three bushel quota immediately for delivery of damp grain. There was a big rush by a few farmers who lived near elevators. They flooded the elevators and filled the available space. Fortunately, a few were able to deliver their three bushel quota. Many are still waiting to this date. Because of the rush to get grain through the terminals congestion developed. The situation should have been analysed. The Wheat Board should have opened a one bushel quota, have taken delivery and indicated what the capacity for drying was. Then, as more grain was required another quota could have been opened. The government kept dillydallying with their plans to assist in the drying of grain. We in the opposition kept telling the government the farmers were short of cash and could not dry grain.

Many farmers were deceived into thinking the Wheat Board would take all their grain when the three bushel quota was announced. They expected that by spring a six bushel quota might clean them out of damp grain. Many waited. They hoped that between the end of December and spring they would deliver at least another two or three bushels? What has happened? Nothing has happened since that initial flood. A survey on January 3 indicated that only 47 million bushels have been dried on farms. Yet an estimate indicates there are 350 million bushels of tough or damp grain on the farms. It is interesting to note why grain was not dry and why it was not available at the Vancouver terminals. I should like to quote from the *Manitoba Co-Operator* dated January 16, 1969. The article states:

Of the 1,800 delivery points surveyed, 703 agents reported lack of availability of dryers in their area... too cold to operate dryers at 353 points, 210 agents said it was too expensive and 132 replied that farmers hoped to haul to country elevators or use the high moisture grain as feed.

My personal experience in my constituency, which has an abundance of damp grain, indicated there was no cash in the hands of the