

*Supply—Transport*

The average size of farm in the province of Saskatchewan is 492 cultivated acres. This following illustration is based on a three bushel quota, this being half of the highest quota at the present time, which is six bushels. A farmer who has 492 cultivated acres and a three bushel quota at this time will have received an income of \$2,000. I might point out there are today 411 points in the three western provinces which are on this quota. There are 577 points on a six bushel quota, which would give farmers with this same size farm an income of \$3,800, to the present time.

The point I am trying to make is that this is the sole income of these farmers. This is similar to someone working in the labour field who receives half the amount for the same work as his fellow worker, and has to wait until more products are sold.

I feel that under the present set-up, where the Department of Agriculture is responsible for agriculture in general, as long as we have three or four ministers looking after various functions we are continually going to have this sort of trouble.

A few weeks ago our new Minister of Agriculture made a trip west, and I have a few clippings from the press about his visit. I must say he got a great deal of publicity. The farmers thought the Minister of Agriculture was really going to get the grain moving. I am going to refer to a few headlines which started on January 12. Here is one datelined Edmonton: "Grain handling called pitiable". It continues:

Canada's grain-handling system was described as "pitiable" Tuesday by J. J. Greene, federal minister of agriculture...

Mr. Greene, accompanied by about 60 persons, arrived on a department of transport plane from Vancouver.

Here is another headline on the same day taken from the *Ottawa Journal*: "C.P.R. shirking its public duty, Greene charges". Here is a paragraph from the article:

This is an incredible and tragic situation. We might as well be back in the stone age if we can't move our commodities.

I would say that if ministers would get up in this house and make statements such as this I feel we might get results, and the people across Canada would know there was a genuine desire for action on their behalf.

Then on January 13, the next day, the *Citizen* carried this headline: "Greene blasts C.N.R. grain handling". The article goes on:

Mr. Greene told a press conference Wednesday that it made him "see red" when famine relief

[Mr. Watson (Assiniboia).]

supplies for India were held up by a shortage of rail transport within Canada.

I might say that, other than press reports, we have had no information on this subject since.

Here is another headline carried by the *Star-Phoenix* on January 15, which was getting close to the end of the week: "Greene raps C.P.R. on grain, urges new railways board". Then on January 14 there is the headline: "Emerson answers Greene" and another which says "Greene chided by C.P.R.". Since that time we have not heard too much about the Minister of Agriculture in his dealings with the C.P.R.

**Mr. Deachman:** Might I ask the hon. gentleman a question. When he considers that the Minister of Finance appointed a co-ordinator in Vancouver to co-ordinate the movement of grain, does he not think that the words of the Minister of Agriculture had a pretty good effect?

**Mr. Watson (Assiniboia):** I did not catch the last part of the question. The western farmers feel that the commodities they sell should come under the control of one minister who has authority and can take action. I refer to the Minister of Agriculture, who is responsible for agriculture in general; and the commodities we sell are grain, cattle and the other farm products.

We have to transport our grain. This is a matter for the Minister of Transport, and properly so. Who handles all our grain? The Canadian Wheat Board. Who is responsible for the Canadian Wheat Board? The Minister of Finance. I am sure that if responsibility for the Wheat Board were taken away from the Minister of Finance and given to the Minister of Agriculture, one or two good officials could keep in continual touch with the grain trade and the quota situation at all points and could see that the quotas were spread out evenly, and this would alleviate half the trouble we get into under the present set-up.

Now I want to say a brief word about the charges made by the railways. I am referring to what they call a stop-off charge. These are figures with which I am sure very few of us are familiar. I intend to refer to one of the terminal elevators at Moose Jaw, Saskatchewan, which has a capacity of 5,500,000 bushels, and another of almost the same size in Saskatoon. My understanding is that these elevators are at present practically empty and that they have been empty for some time.