

Farm Improvement Loans Act

thing and young people in western Canada, like those in eastern Canada, to start with, have to get farm machinery at a cost of \$20,000 or \$25,000, and they have to pay about as much for the land itself. This means that before they even start, they have to invest \$50,000. How many members in this house could do that, Mr. Chairman?

It is certainly not through loans that we shall be able to guarantee sufficient income to cover these expenses. The only means to ensure a profitable income on that production is to establish a guaranteed price. The farmer who has to invest \$25,000 or \$50,000 will then be sure that his investment will be profitable. At the present time, the farmers can hardly pay interest charges.

Mr. Chairman, it is to this point I wish to draw the attention of the government. I do not object to the bill. On the contrary, I approve it. However, I wish the government would broaden its perspective so as to consider the whole farming situation in the best interest of the country and see to it that the farm production is sold at a reasonable price, which would enable the farmer to live on his own land instead of working on some other land or overcrowding the labour market.

I think it might be said that in the field of agriculture there is an improvement. There are other projects. In that field, there is ARDA, but it has become so complicated that I wonder whether its authors understand it nowadays. After the authorities concerned have examined the question, they could perhaps confirm that this project is somewhat in accordance with our suggestions, because we have long been advocating support prices and we will continue to do so.

We commend the government for the initiative it has taken in introducing this resolution, but we would ask it to consider this matter. However, the government must broaden its horizons and maintain its assistance to farmers, because they are greatly in need of help. A department of agriculture should be set up for eastern Canada and another department should be entrusted with western agriculture, because the problems are entirely different in the two parts of the country; the needs and crops are not the same in both areas.

Until we are given more details in that connection, I reserve the right to direct some questions to the minister in due time.

[Text]

Resolution reported and concurred in.

[Mr. Langlois.]

Mr. Pickersgill (for Mr. Gordon) moved for leave to introduce Bill No. C-119, to amend the Farm Improvement Loans Act.

Motion agreed to and bill read the first time.

TRANSPORT

PROVISIONS RESPECTING BRANCH LINES,
GRAIN FREIGHT RATES, ETC.

Hon. J. W. Pickersgill (Minister of Transport) moved that the house go into committee to consider the following resolution:

That it is expedient to introduce a measure to authorize implementation of certain recommendations of the royal commission on transportation with respect to the rationalization of branch lines of railways and passenger train services and the fixing of freight rates under and consistent with a national transportation policy suited to modern transportation conditions; to establish a branch line rationalization authority and a branch line rationalization fund to be continued for 15 years to assist in the establishment of an orderly program for the improvement of the efficiency of railway branch lines; to provide authority for public funds to be used where assistance of a type similar to that provided by the branch line rationalization fund may be required after such 15 year period; to provide for payments out of the consolidated revenue fund on a reducing scale for a period of five years commencing with 1964 to compensate railways under the jurisdiction of parliament for passenger train deficits incurred in Canada during such period; to authorize payments to maintain the prevailing level of freight rates on western grain moving by rail to export positions; to permit the lapsing of the subsidy (known as the "bridge" subsidy) now provided for the maintenance of the trackage of the Canadian Pacific Railway Company between Sudbury and Fort William and the corresponding trackage of the Canadian National Railway Company between Capreol and Fort William and between Cochrane and Armstrong; to authorize agreements relating to the carriage by rail of Her Majesty's mail, and members of the Canadian forces and police travelling on Her Majesty's service and to provide further for other matters consequential upon or related or incidental to any of the foregoing.

Motion agreed to and the house went into committee, Mr. Lamoureux in the chair.

The Chairman: Shall the resolution carry?

Mr. Pickersgill: Before the resolution carries, Mr. Chairman, perhaps I should make a few brief observations. It has been suggested to me from the other side of the house, perhaps as a query, that there might be some disposition to treat this resolution as the last one was treated, and have one member of each group say something at the resolution stage. We could then see the bill and have the main debate on the bill itself when we would know with more certainty what we were talking about. In case there should be