

Canadian Livestock Feed Board

house there would have been almost total dissipation of the national capital.

We know it is perfectly obvious that the Minister of Forestry and Rural Development intends to put this in the city of Montreal. Why does he not have the courage to put it in this legislation? Come on; move an amendment to have it in the city of Montreal instead of Ottawa, and then put it forward to the house in a legitimate and proper way. Then we can have this house debate it, instead of all this logrolling. I know what goes on behind closed doors when these gentlemen get themselves in the circumstances they do so often, sitting day by day, worrying about their little chores. If hon. gentlemen opposite are not prepared to support this, then let them move an amendment so that the house can decide, as was done in the case of the Canadian Wheat Board, and not have it as something behind closed doors.

Mr. Jorgenson: Mr. Chairman, I rise to support the amendment.

An hon. Member: Which one?

Mr. Jorgenson: The amendment of the hon. member for Winnipeg South Centre. But, I should like to accept the argument proposed by the minister. He suggested—and I do not disagree with him—that the headquarters of this board should be located in the centre of the grain trade in eastern Canada. I quite agree with that argument. There is a stock exchange in Montreal and there is a stock exchange in Toronto. I think the logical place then would be somewhere in between these two centres, and that would be right here in the city of Ottawa. Using the minister's own argument I would suggest that we adopt this amendment and have the headquarters of this agency located in the city of Ottawa.

Mr. Langlois (Mégantic): Mr. Chairman, I missed the first part of this travelling back and forth across the country, while I was having my supper. Apparently I missed part of the trip. So far as I am concerned the minister can place the headquarters wherever he wants; it does not make any difference to me or to the farmers so long as it is in a place where it will give the results these people expect. You can place it in Halifax or Vancouver. If it is going to work better in Vancouver, then place it there. If we keep this up, each member will want it in his own constituency, and for a good reason. All I am concerned with is that we have it some place

where we can get hold of these birds whenever we need them, and can talk to them. I am willing to give them air conditioned apartments, but let them do the job; that is all I am concerned about and this is all the farmers are concerned about. Let us stop beating about the bush, and trust the minister to put it somewhere. I am willing to trust the minister to the extent that I believe he will leave it within the jurisdiction of Canada. If he goes out of the country, then we can have a special debate.

Mr. Chairman, there is another matter here which concerns the cost of feed grain storage and the payment related to the cost of feed grain transportation, as set out in paragraph (a). Not too long ago I asked a question of the minister in the house concerning discussions which have been going on at least in eastern Canada, among the millers, the storage agencies, the railroads and the trucking industry. Following a meeting which had taken place at Drummondville, and another on Tuesday or Wednesday of last week in Montreal in the Chamber of Commerce building with railroad representatives concerning the transportation of grain, I asked the minister whether any of his colleagues had any idea of transferring everything to the railroads. From the discussions which came out of these meetings, apparently one man foresaw for the coming year a need for 40,000 bushels. He ordered 30,000 bushels, and then used only 26,000. Yet he had to pay the transportation on the whole 30,000 bushels. One thing the millers are not going to handle is a deficit on the selling price for the following year. Who is going to get it in the neck?—the farmers. The miller is not going to assume deficits year after year. If they order more than they need, they are going to pay for it.

The railroads cannot go everywhere. The trucking industry cannot do what the railroads can. We have to have a combination of both. In the Montreal area the railroads refused the franchise because they said they could not do the job for the next several months. They said they cannot keep up with the work they have now. The trucking industry was angry; the millers were angry. Some of the farmers were happy, but they did not know the whole story. Had they known the whole story they might have sent some men here to teach us some common sense. In the payment of these subsidies or charges I hope the minister will keep a close tab on what he is paying, for the simple reason that you cannot let these things run themselves. Some