

*The Address—Mr. J. H. Horner*

the case of the C.B.C. I suppose the Liberals have decided to adopt it on behalf of other government departments.

We come to this house at this time not knowing who is responsible for national parks, and I suspect there is so much confusion that not even the members on the government front benches know who is responsible. The situation is the same in respect of agriculture and I know that the farmers all across Canada take a dim view of it. They would rather see one strong man than four weak ones fighting among themselves without any influence in the government. We saw a good example of this inefficiency recently in respect of the transportation of grain. When the situation was brought to light the Minister of Finance met with the Minister of Agriculture and the C.P.R. The two ministers came out of that meeting with very different statements and views. It is obvious to anyone who has read the newspapers since that meeting that the Minister of Agriculture is engaged in a series of conflicts with the Minister of Trade and Commerce and the spokesman for his department, the Minister of Finance.

The Minister of Agriculture is apparently involved in conflicts with many of his colleagues in the cabinet. We hope he is the successful one and we are behind him because he has struck at one of the roots of the problems now existing in western Canada. I refer to the inefficient transportation of grain. I remember the former Minister of Finance stating in his first budget speech that huge sales of grain had been made to communist countries and that they had been the lifesaver with regard to the balance of payments problem in this country. What is going to happen today to the industry which has pulled Canada out of its balance of payment problems in the past? Surely there is some doubt about the answer in view of the fact that those responsible are fighting among themselves rather than co-operating in an attempt to solve these problems.

What happened at the meeting a day or two ago to which I referred? Apparently the Minister of Agriculture was told that the situation was not the C.P.R.'s fault and that the C.P.R. was doing a tremendous job. The Minister of Finance came out of the meeting and said the whole situation was the fault of the operators at the Vancouver terminal. If anyone cares to read the *Calgary Herald* of last Friday, he will see there a sharp denial by

the Vancouver terminal operators. That article states that the Vancouver port operators deny that any delay was caused by them in respect of grain movement. The article states that sharp protests were sent to the Minister of Finance and that the Vancouver Merchants Exchange, representing the whole coastal operation, stated that the facilities were operating at about half capacity because of the lack of grain. The article also states that the United Grain Growers said that their terminal is half empty and has been half empty since the middle of November.

● (2:50 p.m.)

What is the existing problem? The difficult situation which now exists has resulted from the shortage of box cars and the inefficiency of the railways in the movement of grain. For the life of me I cannot understand why the Minister of Finance does not say to the railways: Get this grain moving, because the agricultural industry has helped the Canadian economy in the past and will continue to do so in the future. But no. He takes a dog in the manger attitude toward western farmers generally and says, You are well enough off and we will move your grain when we want to. This is the attitude taken by a former Minister of Trade and Commerce, C. D. Howe. We told him to go out and sell Canadian wheat because there was a market for it in the world and he made that famous statement, "If they want to buy it, let them come and get it". A similar attitude was taken by C. D. Howe's deputy minister when he said: "The grain is there. We will get it to the ports eventually. Abide with us." This is what the farmers are being told and it is not good enough.

Many farms in my area are on a one bushel quota. Not too far away the farmers who are on a C.N.R. line are on a six bushel quota. Many farmers in my constituency have been able to move only 20 per cent of their grain although over 50 per cent of the crop year has already passed. You can imagine the rushed and confused state those points will be in during the last two months of the grain year.

This attitude of saying continually that everything is fine, the grain will move, is not good enough. We believe that the Minister of Agriculture is right when he says there should be an investigation into this whole question. The port facilities and the operations of the wheat board have not been investigated at all in the past few years. Until a few years ago the annual report of the