

Speech from the Throne

er by reason of seeking information from the Department of Manpower and Immigration, from the provincial government and by writing letters to those who initiated programs to ask if they were rejected or approved. Those who initiated the two that were withdrawn got tired of waiting. One person wrote to say that the young people had picked up stakes and gone somewhere else to look for work because they could not afford to wait any longer. I am happy to say that some of the projects were approved, principally in the city of Saskatoon, and resulted in some employment. I make this point because if the government adopts this program as an alternative to an economy that would provide jobs, then I fear for the future of this country.

Just a few minutes ago one parliamentary secretary made some remarks about what the Canadian unions should do because a leader of the American unions said they would support the DISC program. Surely, he is aware that it does not matter very much what the Canadian unions do; the Americans will continue with whatever program they decide upon. The power and the responsibility to meet the American policies rests with the Canadian government and there is no use trying to slough it off on the Canadian unions. There is no use either trying to slough it off on the industrialists in Canada who are involved in manufacturing automobiles. They are probably trying to work out some deal with the Minister of Industry, Trade and Commerce (Mr. Pepin). It is the government's responsibility to meet the situation as it exists. This means that they have to control the Canadian economy by one means or another and not simply delay the day of reckoning.

Charles Lynch, who is not very anti-government—

Mr. Rose: Is that called an understatement?

Mr. Gleave: You could call it that. In a recent issue of the *Ottawa Citizen*, when describing some of the programs I have mentioned such as Opportunities for Youth and others under the heading "The New Pork Barrel" wrote:

Culture in particular, has become the new pork barrel in terms of jobs provided together with the new department of the environment and the department of regional economic expansion. They don't call it a pork barrel any more, of course—it's called improving the quality of life.

While these programs are draining the energies of Canadians and making short-term attempts to meet long-term problems, the real needs of Canadians and the real flavour of life in Canada is being neglected, and in some cases is rotting away. The just society that we heard about in 1968 is further off than it was when this government came to power. I was intrigued to hear the hon. member who seconded the Address in Reply to the Speech from the Throne declare, like Horatio on the bridge, that the just society had arrived. I do not know how he could tell; somebody must have sent him a telegram.

I want to go on now to one of the important matters concerning western Canadians at the moment, the transportation of our grain to the west coast and the movement of that grain into vessels. The situation is so serious that in a pamphlet issued by the Canadian Wheat Board it is stated that we are in danger of abdicating our role as an exporter of grain, and that we face a real crisis in the

movement of grain. As far as I know, there is no program to meet this situation. An article by John Clark in the *Globe and Mail* was headed "Is the Vancouver Port Strangling?" As western Canadians, we have been aware for a long time—but I do not think the message has reached the east yet—that a heavier and heavier volume of grain was going to the port at Vancouver and that something should be done to meet that situation.

The other day a spokesman for the Canadian Wheat Board, a Mr. Hope, pointed out that there was only a single track railroad from the Prairies to Vancouver. This has been known ever since the days of Sir John A. Macdonald, when the first track was laid there. That is not news. We have known for a long time that there is inadequate storage on the west coast. That is not news. We know that almost every year there is a crisis in supplies of grain available for loading on board ships at Vancouver. We know that, and the government has not developed any plan to meet that situation. The last new storage facility was built by the Saskatchewan Wheat Pool at a cost of about \$25 million and it has been estimated that we could use over \$50 million worth of additional storage facilities.

• (1540)

Instead of pouring money into odds and ends of programs across Canada as though we were pouring sand down a rat hole, because many of these programs will be forgotten after next spring, would it not make more sense if we were to spend our time and money improving transportation to the west coast, building storage facilities at the west coast and creating harbour facilities there.

Some hon. Members: Hear, hear!

Mr. Gleave: The government has failed to undertake such a program, and I do not know why. When an American company decided to move coal from Alberta and British Columbia to Japan, we built a whole new facility for them on the west coast. Yet we cannot seem to organize ourselves in order to build the kind of transportation and storage facilities we need to serve an industry that has been viable in Canada since the turn of the century—since confederation, in fact. We have not been able to do that, partly because there are ministers on the government side who insist on regarding the grain growing industry as a declining industry instead of an expanding one, and who much too often have displayed a negative instead of positive attitude toward the industry as a whole. They put too little muscle in moving our products where we want them.

According to a recent press release, the Minister of Agriculture (Mr. Olson) announced a policy for accelerated storage for corn, and the establishment of grain dryers in eastern Canada. He suggested that the government is not at this time going to do anything about primary elevators in western Canada because we have to await policy development. In view of the situation existing on the west coast, can anyone tell us why provision was not made for accelerated depreciation, so that any grain company which built storage facilities on the west coast could write off the value for depreciation purposes in four years? If an emergency exists in Canada today in any area, it exists on the west coast in the field of grain storage. Perhaps failure to provide for this accelerated depreciation was an