

Department of Transport Act

themselves. We feel that the producer himself should have the right to deliver grain to the elevator of his own choice. That right can be brought about only if box cars are distributed at a marketing point on the basis of where farmers wish to deliver their grain.

Farm organizations in the past have advanced a method by which this very laudable result could be obtained. Frequently we have difficulty convincing the government that the things we suggest should be adopted, but I rather regret this afternoon that some members of the Social Credit group have not seen fit to support us in our proposition.

Mr. Quelch: What is your proposition?

Mr. Argue: That box cars should be allocated in such a way as to equalize distribution of quotas.

Mr. Quelch: The hon. member knows that on every occasion such a bill has been brought before the house by him we have supported it.

Mr. Argue: I will come to that in a moment. I think I can say that some hon. members of the Social Credit group have opposed a better system of box car distribution, and I shall put the facts on the record. What has been said this afternoon and last evening by hon. members of this group was that they were quite happy with the present allocation of box cars undertaken by Mr. Milner.

Mr. Smith (Battle River-Camrose): Is the hon. member suggesting that I made such a statement last night?

Mr. Argue: Mr. Chairman, I think I have the floor.

An hon. Member: You certainly have had it all day.

Mr. Argue: Hon. members can reply after I have taken my seat. There is no limit on the number of times hon. members can take part in this debate. Last evening the hon. member for Battle River-Camrose said, as reported at page 3241 of *Hansard*:

That means to me that there is some confusion existing even now. However, I should like through you to thank the present transport controller for the co-operation and courtesy he has extended to me at all times and I say that in all sincerity. In my opinion there is no use blaming the individual who is called upon to do a job and who is doing it to the best of his ability with the machinery with which he is provided.

And so he went on to express general approval of the work of the transport controller at this time.

Mr. Low: On a question of privilege, Mr. Chairman—

Mr. Argue: I am telling the leader of the Social Credit group—

[Mr. Argue.]

Mr. Low: On a question of privilege, Mr. Chairman—

The Deputy Chairman: The hon. member for Peace River is rising on a question of privilege.

Mr. Low: Mr. Chairman, my question of privilege is that the hon. member who had the floor just before I arose is stretching the truth. He is accusing the hon. member for Battle River-Camrose of speaking about one thing when in truth the hon. member for Battle River-Camrose was speaking about another matter. I would suggest, Mr. Chairman, that the hon. member for Assiniboia stick to the truth, something he has not shown he can do.

Mr. Argue: Well, Mr. Chairman, I am not going to ask the leader of the Social Credit group to withdraw those very unparliamentary remarks—

Some hon. Members: Oh, oh.

Mr. Pickersgill: Don't be so thin-skinned.

Mr. Argue: The hon. member was speaking in unparliamentary terms when he suggested that I am not telling the truth. Last night and this afternoon some hon. members of the Social Credit group have expressed general approval of the work of the transport controller.

Mr. Byrne: So have I, and I am not ashamed of it.

Mr. Argue: I have not heard them ask this afternoon that box cars be provided in such a way as to bring about an equalization of delivery quotas on the prairie provinces. Each year since I have been a member of the agriculture committee I have heard it said that in the fall there is more grain delivered out of Manitoba, relatively, than out of Saskatchewan—

Mr. Jutras: That helps you.

Mr. Argue:—and more grain is delivered in the fall out of Alberta than is delivered out of Saskatchewan. We are given the excuse that it is because of short hauls. The hon. member for Acadia said this was an unusual situation. As I recall it this is not a particularly unusual situation, because for many years in the first part of the crop year delivery quotas in Saskatchewan have generally been late and we have asked and shall continue to ask—

Mr. Quelch: It all depends on whether it is going to the Pacific coast or to the east.

Mr. Argue: It always happens that we are at the peak; and whether it goes to Fort William or to the Pacific coast, short hauls