

Grain

Mr. Woolliams: The government broke down.

Mr. Olson: Hon. members opposite obviously do not know that climatic conditions on the western prairies during the whole of 1966 were the most trying that western farmers have ever faced. That is a fact.

Mr. Woolliams: That is not a fact.

Mr. Olson: Despite that the farmers were able to harvest 95 per cent of their grain, notwithstanding difficult harvesting conditions. Grain has been moved from the field and is now in granaries. We doubled cash advances and made helpful and useful changes, even to the extent of putting a supplementary quota of three bushels per acre on damp grain.

Mr. Woolliams: He is beginning to sound like Jack Pickersgill.

Mr. Olson: That might not be so bad. He had a successful career. The motion goes on to say that we lost a 17,000 ton contract. The Minister of Industry, Trade and Commerce proved that is not so. So far nothing in this motion reflects correct facts. It goes on to say that:

—which has brought about stagnation in the movement of wheat at a critical time—

The government is trying to help the Wheat Board. They are trying to sell more grain and contact more customers. The headlines across the country may be that there is not enough grain in Canada to meet commitments. That does not happen to be true.

• (10:40 p.m.)

Mr. Horner: Talk to the ship owners; talk to the farmers.

Mr. Deputy Speaker: Order, please.

Mr. Olson: So much for that, Mr. Speaker. It is a fact that there is a shortage of No. 2 Northern to meet the increased amounts sold for delivery out of the west coast, and particularly out of the port of Vancouver, but I am pleased to advise the house tonight—because the Minister of Industry, Trade and Commerce did not have enough time to do it—that there are over 3 million bushels of No. 2 dry Northern, already graded up to export qualifications, in the terminal elevator at Moose Jaw, and I have before me—

Mr. MacInnis: Order them to get it moving.

[Mr. Olson.]

Mr. Olson: If I had enough time, Mr. Speaker, I could explain in detail why that grain has not been moved previously. I believe the Canadian Wheat Board and the Minister acted properly when they tried to get that grain out of country elevators, because there was quite a bit of No. 2 there, and they did this so that the farmers could haul in more to the country elevators. What's more, if the severe weather conditions prevailing on the prairies, and indeed at the coast, had not come about then of course we would never have had many of these problems.

Hon. gentlemen from the prairies ought to know about this. They know what happens so far as railway trains are concerned when the temperature drops to 30 or 40 below. Efficiency goes down to about 25 per cent.

Mr. Trudeau: They have forgotten, sitting here in Ottawa.

Mr. Olson: It is a fact that there are several million bushels of grain in the terminals, particularly at Moose Jaw, and I wish to advise the house that the C.P.R. issued a press release tonight, part of which I would like to read.

Mr. Horner: We know about it. They got their orders at four o'clock.

Some hon. Members: Oh, oh.

Mr. Deputy Speaker: Order, please.

Mr. Olson: Thank you, Mr. Speaker. The release reads:

CP rail is marshaling diesel locomotives and box cars to load and move special trainloads of dry No. 2 Northern from the prairies to the Pacific coast, it was announced tonight.

Mr. Horner: Because of good work on the opposition side of the house.

Mr. Olson:

The first grain train will go into service later tonight at the request of the Canadian Wheat Board to assist in placing grain in position at the Pacific coast for export. "At the present time we have 3,787 box cars loaded with 7,500,000 bushels of grain at Vancouver or en route from the prairies—

"So far during the current crop year, CP rail has moved about 49,000,000 bushels of grain to the west coast for export, an increase of 31 per cent over grain shipments in the comparable period of the previous crop year."

Some hon. Members: Hear, hear.

Mr. Olson: I have only a few minutes left, Mr. Speaker, but I wish to say that I think these cries of everything going to wrack and