

Proceedings on Adjournment Motion

of the market by the Saskatchewan Wheat Pool should be equivalent to about 2,000 boxcars which is the number now needed to fill the space they have at the Lakehead and to provide sufficient loads in transit to make full use of shipping space.

There has been a principle for which western farmers have been fighting since 1950, and that is the principle of the allocation of boxcars to the elevator of the farmers' choice. In the application of the shipping orders this past winter, this principle has been overlooked. Open shipping Order No. 100 for the loading of tough and damp grain was implemented in such a manner as to discriminate against this principle. Cars supplied for this shipping order were supplied evenly, so that an elevator at a shipping point which normally enjoys 10 per cent of the market would receive as many cars as one which normally held 50 per cent of the market. This, in effect, prevented farmers from using elevators of their choice; they had to haul grain to elevators which they did not wish to use, and the net result was to prevent the Saskatchewan Wheat Pool from maintaining its normal share of the market. I ask the minister and the government to take action immediately to see to the lifting of restrictions on cars for the Lakehead as they apply to the Saskatchewan Wheat Pool; that an additional 2,000 boxcars be made available to the Saskatchewan Wheat Pool country elevators immediately, and that from here on the application of shipping order be made in such a way that cars are allocated to country elevators in accordance with the normal share of the market of each company and so as to implement the principle of the allotment of cars to the elevators of the farmer's choice.

Hon. Otto E. Lang (Minister without Portfolio): I should like once again to assure the hon. member that the suggested criticism of the railway companies is misplaced. We have been in touch with the Wheat Board again with regard to this specific matter, as we have with regard to many others. Once again, the Wheat Board itself says that no criticism of the railways with respect to the Lakehead movement is justified. The railways are making a special effort to spot cars in the Saskatchewan Wheat Pool Lakehead terminals in relation to the ability of elevators to unload those cars.

Stocks at the Lakehead have now reached 71 million bushels and we are informed there are sufficient cars on track and in transit to fill the Lakehead terminals by the opening of

navigation. As the terminals fill, the rate at which unloading can occur is reduced due to the extra time required to top up bins containing the various grades of wheat. In view of the extraordinarily serious situation which occurred in the movement of wheat this year and considering the condition of the grain and other factors, it is not surprising that dislocation occurred from time to time.

I was interested in the hon. member's figures with regard to the allocation of cars, and the figures he quoted with regard to their allocation to the Wheat Pool in particular. I notice he suggested that at one time during the winter the proportion had fallen as low as 48 per cent compared with last year's 54 per cent. I also noted his indication that at this time the figure has risen to 52 per cent, indicating a fairly significant improvement, and one which I think he should have mentioned as indicating an adjustment as circumstances permitted.

It is rather interesting to observe that as time goes on the problems about which hon. members opposite choose to rail become less and less serious, and their railing becomes less loud. I think the Canadian Wheat Board has done an admirable job in the circumstances of winter in getting grain into position and seeing that grain moves in a fashion appropriate to the demand. I repeat that the Canadian Wheat Board thinks criticism of the railways is not justified.

INDUSTRY—INQUIRY AS TO CONCENTRATION OF OWNERSHIP AND CONTROL

Mr. David Orlikow (Winnipeg North): Mr. Speaker, my question on March 27 arose from a report prepared by the Dominion Bureau of Statistics as a result of the terms of the Corporations and Labour Unions Returns Act, which requires reporting by labour unions and corporations with regard to their financial status. This very large and detailed report indicates a rapid growth of corporate concentration in this country. It shows, for example—I have been able to make only a very cursory study in the short period since I raised my question—that K. C. Irving Ltd. interests in New Brunswick include oil and oil refining companies; they own Canada Veneers Ltd.; they own an important interest in Brunswick Mining and Smelting Corporation; they own almost completely the New Brunswick Railway Company; they hold a very important share of Ocean Finance Limited; Ocean Steel

[Mr. Benjamin.]