

*Canadian Wheat Board Act*

\$1.75 when my grain goes into the elevator at Churchill, and I am going to ship it in November and let somebody else worry about when it comes out of the elevator. That would be a fictitious situation, a situation that would not follow the laws of economics, and a situation which I am sure my hon. friend would not care to foster.

Just to sum up. The differences between Churchill and Vancouver and Churchill and Port Arthur are, first, that only two or three grades of wheat are merchantable at Churchill. If my hon. friend put feed wheat into Churchill it would be there until someone railed it back to Le Pas and down to Port Arthur. In other words, it is a limited market. Second, it differs from the other ports in that it is open only about two and a half months in the year instead of twelve months. Third, it depends on contracts made by the buyers of the wheat with one merchant shipping line. I believe that line is the only one that does business into Churchill.

All grain there is at the risk of these contracts being made. Under present-day conditions wheat is not shipped until contracts have been made which specify grade, quantities and tonnage. My hon. friend will say that everyone should have confidence that those contracts can be made, but there is that element of uncertainty which is not present in the method of handling grain through the other ports.

While my hon. friend is seeking to remedy what he feels is an injustice to the grain growers within a particular radius of Churchill through not having Churchill as a basing point, his remedy would inflict a greater injustice upon the grain growers outside that radius who would have to pay the bills to enable the farmers to collect higher prices through the basing point being at Churchill.

**Mr. R. R. Knight (Saskatoon):** Mr. Speaker, I do not intend to speak at any great length on this bill, because I understand there is a resolution on the order paper in connection with which we may have an opportunity to speak. What I have to say is more in the form of a question to be addressed to the minister. Is it not true that his statement is predicated upon the port only using 12½ per cent of the wheat that is available in the area which is tributary to the port?

**Mr. Howe:** No, I would just as soon use 50 per cent.

**Mr. Knight:** I know the port is being used to only 12½ per cent of that 40 million bushels, but would not the situation be different if the port was using 15 million or 20 million bushels?

**Mr. Howe:** No.

**Mr. Knight:** I have a copy of a letter from the manager of the port in which he says that the facilities there would permit them to ship 25 million bushels out of the port so long as those facilities were not interfered with by too much in the way of imports. While we are working now under definite agreements, I submit that the minister's argument will not be as valid when those agreements run out. It has not always been as easy to sell wheat as it is today or as it was during the war years and the years just subsequent.

Is it not quite true that it is likely wheat will have to be stored at some point? It seems to me that it would not matter very much from an expense point of view where it is stored. I know that the wheat board gave instructions that October 6 should be the final date for shipments to Churchill, and I would not think there would be any large amount of wheat stored at that port this winter. The day will come when wheat will have to be stored.

I do not see any sense in taking delivery of all grain in the east any more than I could see any sense in the wheat board taking delivery of nearly all Saskatchewan flaxseed last year at Fort William. The result was that those people in Saskatchewan who wanted to crush flax could not get a kernel of grain lately. They would have had to haul it back to the prairie provinces.

I suggest that if wheat is going to be stored in preparation for shipment some of it might be stored in the government elevator at Saskatoon. As far as I am concerned that elevator is just a white elephant, because it stands year after year with the bins empty. Grain has often been stored on the farm, and I think that is a good policy, but more use should be made of the government storage elevators in various parts of the country.

I was disappointed, and I know the people in my constituency were disappointed, when the vegetable oil mill had to close down two or three weeks sooner than it ordinarily would because no flaxseed was stored at Saskatoon. I make a plea to the minister that if wheat has to be stored it should be stored at Churchill, and in the government elevator at Saskatoon which has a 5½ million bushel capacity. I am going to keep on advocating the use of the port of Churchill. I should like the route to be tried at least once to full capacity. Give that port a chance to show what it can do.

**Mr. A. J. Baier (The Battlefords):** Mr. Speaker, I was pleased to hear the Minister of Trade and Commerce (Mr. Howe) say that he had a special interest in Churchill. Many of us in northern Saskatchewan have a special interest in that port. After listening to the