

cents per mile, round trip trucking costs for distances over 10 miles to a maximum of 100 miles. Eleventh, the federal government should reimburse the Canadian Wheat Board for all additional costs for transportation, extra storage, handling, and so on, connected with the movement, drying and so on of damp and tough grain. Twelfth, arrangements should be made with all lake and oceangoing shipping companies to leave a maximum number of ships anchored at the lakehead from the time of freezeup until spring break-up. This was done last year and six million bushels of wheat were stored. This could be doubled this time, and the federal government should pay the cost of this additional storage.

There are a number of members in this house who could think of many more suggestions. I ask the minister to think of these ideas, use some imagination and encourage the government to get off its fat backside and make a move in respect of this national emergency. The suggestion that we have until the end of July next year to dry damp grain is damned nonsense. Surely the government will now profit from this experience and also launch some long term plans so that this never happens again. Our terminals are grossly inadequate, both in terms of capacity and drying facilities. The government must begin a program immediately which within five years will substantially increase the storage and drying capacities.

In Saskatchewan the storage capacity of the terminals at Moose Jaw and Saskatoon need to be doubled and the total drying facilities need to be quadrupled. In Alberta at Lethbridge, Calgary and Edmonton the same thing is required. In Manitoba the only terminal is at Churchill. For years everybody has been asking that the terminal capacities there be increased. A new terminal should be constructed at a place like Dauphin or Brandon.

The government must, on a long term basis, encourage elevator companies to carry on similar expansion of their own facilities. I do not think we will ever see the day when there is less than a 700 million bushel carryover of grain in this country. Our farmers are becoming more and more efficient all the time, much to the discomfort of this Liberal government. I urge that the government, in concert with the grain, elevator and railway companies complete research and testing in respect of improved methods of grain handling, types of railway equipment, the loading and unloading of this equipment, unit

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trains, and dock and terminal loading and unloading facilities.

Mr. Chairman, may I repeat that this is an emergency. It is not something that can be treated casually. I am sorry that only one minister of the crown could be here on a day when they all knew why we were to have this discussion on the agricultural estimates. I hope the Minister of Agriculture will use all his influence on his colleagues so that all the government departments concerned with any part of this problem will get together to coordinate their activities, in co-operative action along with the provincial governments, so that there will be effective action taken to deal with this grain crisis.

Mr. Olson: Mr. Chairman, so that there will be no misunderstanding about the debate that is taking place here in this House of Commons today I wish to make it completely clear that all of the estimates of the Department of Agriculture are before the committee and therefore any suggestion that these estimates have been called solely for the purpose of dealing with one particular problem in the nation is wrong in my opinion.

• (8:50 p.m.)

There is a great problem in western Canada as a result of volumes of tough and damp grain. No one denies that fact. There are also problems of vital interest to the Department of Agriculture in respect of many parts of Canada, and many other products. I say that because I do not want to leave a false impression so far as my attitude is concerned that is, that we are here to have a discussion in respect of grain on the prairies, and only that problem.

Let me now turn to some of the matters which have been raised, by saying to hon. gentlemen opposite and, indeed, on both sides of the house, that they need not continue this debate in an attempt to persuade me that there is a problem in respect of not only damp grain but in respect of many other sectors of the agriculture industry. If they are doing that, they are preaching to the converted, and I accept this.

My next point is that hon. gentlemen opposite should try to come up with some suggestions or guide lines, so far as solutions are concerned. It does not take a great deal of imagination or courage to identify problems. It does take a little bit more to come forward with some kind of well thought out solutions, which in practical terms will