

negotiated agreements with the western countries under GATT for the sale of grain, the result for the western farmer was an unmitigated disaster. We came out with the International Grains Arrangement and we locked the western farmer to poverty prices and to minimum delivery opportunities.

I say to the minister and to the government that they should not again try to negotiate trade in western Canadian grains under GATT. There are two or three good reasons for not doing so. One of the major reasons is that a significant amount of our trade has shifted to the eastern countries, to China and the U.S.S.R. which are not members of GATT and do not form part of the western trading bloc. We should try, instead, to conduct a trade discussion within the United Nations which would bring us within the total ambit of world trade in grain.

I do not know whether the government has any such intention, but I would ask the minister in charge of the Wheat Board or the Minister of Agriculture to tell the House what their intentions are regarding trade for the farming community in western Canada in the immediate future. They owe it to the House to tell us what their plans are and how they see the present situation. The western farmer will be listening when they do.

When we negotiated the International Wheat Agreement through the United Nations we were negotiating with the people with whom we were trading, the people who were buying our product and who were competing with us in world markets. Under GATT we are negotiating with the western nations, but we do not trade with them to the extent that we once did. Furthermore, we know from the announcements which were made yesterday and the day before that the United States is continuing its restrictive attitude toward trade into that country from Canada and Japan which it developed a year ago. It is at Canada and Japan that the United States is aiming its more severe restrictions. We must protect our grain and livestock industries in western Canada by seeking alternatives. This is probably true to a greater extent in grain than it is in livestock, but our agricultural industry is now starting to look to the Pacific rim countries even for the sale of meat.

I do not mind repeating myself because I think this is very important. I hope that in the very near future we will hear from the two men who are responsible to this parliament for the government's policies on agricultural products. I should like to see them stand in their place and state what their policy is.

The other matter on which we need a clear statement of policy very soon is transportation. It has remained in limbo long enough. I hear hon. members to my right saying that we should use the interior terminals, but others say that we should not.

Mr. Lang: What do you say?

Mr. Gleave: Let me say to the minister in charge of the Wheat Board that I am quite willing to put my opinion on the line. The minister has not put his on the line.

Mr. Lang: After you.

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Mr. Gleave: That is a fine situation for a minister of the Crown, responsible for the Wheat Board, to tell the opposition to state their position after which he will state his. Mr. Chairman, he is hiding behind the Canada Grains Council which is the spokesman for the Liberal party on grain transportation. The people who know a fair amount about handling grain in terms of elevators are the co-operative elevator companies.

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I will say this to the minister, that the United Grain Growers, the Saskatchewan wheat pool, the Alberta wheat pool and the Manitoba pool are now developing the type of elevator that we need to handle the large volumes of grain in these areas. But I know that we are waiting for the decision of the railroads. Mr. Chairman, I do not know if there is anyone big enough in this country to tell the CPR and the CNR what kind of transportation system we should have in western Canada or that we should have there. Their offices are in Montreal, in eastern Canada. But if there were such a person, he could tell the railroads that what is needed is a roadbed to carry the grain.

I think the minister would have been well advised to build roadbed as well as to buy rolling stock. That is just a wild guess, but at present we do not have adequate roadbed to carry effectively a maximum grain load on 50 per cent of our trackage. If the minister will not maintain roadbed himself, he had better negotiate with the railways to maintain it. Surely he knows that grain can be moved cheaper per ton-mile on rail than on the highway.

I should not be giving all this advice to the minister, considering all the high-priced help he has behind him. But, Mr. Chairman, somebody has to say something for the western farmer. Somebody has to say something for the farmers sitting at points such as Kinley, Perdue, Whitco and Assiniboia. We have to ask the people who are responsible what they are doing and, further, when they are going to do it. If there is anything I can do to promote something for the people who live and produce agricultural products in Saskatchewan, I will certainly do it. Perhaps some day the minister in charge of the Wheat Board will rise and tell us what his program is, instead of saying it is referred to the Canada Grains Council, that bottleneck into which ideas come, stagnate, and from which they take a great deal of time to escape. Those are the main things I wanted to say.

The Deputy Chairman: Order. I regret having to interrupt the hon. member, but the time allotted to him has expired.

Mr. Whelan: Mr. Chairman, I will not take up too much of the committee's time but there are things I should say about some of the comments made during the debate yesterday and today.

It was suggested that the feed grain policy should be discussed in the Standing Committee on Agriculture. That is probably a good idea; but if there is one thing that has been discussed more than anything else since I became a Member of Parliament, it is a fair feed grain policy for Canada. Certainly we have had enough suggestions by parliamentarians, farm organizations, farm leaders and provincial governments to have enough information