

Inquiries of the Ministry

The reply to the first part is that I have received a letter on this matter from the Canadian National Railways war veterans association of Moncton. The answer to the second part is that I shall draw the association's representations to the attention of the management of the Canadian National Railways.

AIR TRANSPORT**PORT ARTHUR, ONT.—STATEMENT ON AIR CARRIER LICENCES**

On the orders of the day:

Hon. George H. Hees (Minister of Transport): Yesterday the hon. member for Port Arthur (Mr. Fisher) asked if I would check the accuracy of part 2 of question No. 49, answered on page 750 of *Hansard*.

I am advised by the air transport board that at Port Arthur three class 4 air carrier licences are held, as stated in reply to the first part of the hon. member's question. One of the licencees reported ownership of two aircraft up to May 1, 1957. At that time one of these two aircraft was lost through the ice and has not operated since. Its operating certificate lapsed at the end of August. The licencee advised the board by letter dated August 31, 1957, that it had been salvaged and was being overhauled but that it would be some time before it would fly again. The said aircraft is still registered under the name of the licencee. It was on that basis that a negative reply was given to part 2 of the hon. member's question.

GRAIN**REGINA—STATEMENT ON LOADING INSTRUCTIONS TO C.N.R.**

On the orders of the day:

Hon. George H. Hees (Minister of Transport): Mr. Speaker, on Monday last the hon. member for St. Antoine-Westmount asked me the following question:

Is it a fact that instructions have been issued to freight officials of the Canadian National Railways in Regina to stop loading grain in 40-ton cars and that 60-ton cars only are to be used for loading grain for Vancouver?

The management of the Canadian National Railways advise that the general practice is that 40-foot cars, which are usually 60 tons, are being used for grain shipments to Vancouver as these cars are needed on the Pacific coast for return loading of lumber, pulp and paper. If no 40-foot cars are available then 36-foot cars, which are 40 tons, are used, and if shippers specifically request 36-foot cars these will be supplied although very few such requests have been received.

WHEAT—STATEMENT ON PRICE OF SALES TO MILLERS IN PRAIRIES

On the orders of the day:

Mr. W. A. Tucker (Rosthern): Mr. Speaker, may I direct a question to the Minister of Trade and Commerce. Has his attention been directed to the question I asked his parliamentary assistant yesterday and which his parliamentary assistant said he would bring to the minister's attention?

Hon. Gordon Churchill (Minister of Trade and Commerce): Yes, Mr. Speaker, I shall be glad to give the reply. The question referred to the price at which wheat is sold to millers for milling at some central point on the prairies such as Saskatoon. The answer is that the board sells wheat to domestic millers in the prairie area at the board's asking prices basis in store Fort William/Port Arthur, in other words at the lakehead price minus cost of freight from the point at which delivery is taken.

Mr. Tucker: A supplementary question, Mr. Speaker. Is the same formula used in regard to wheat sold to the millers for domestic consumption as when it is sold to them for milling for export?

Mr. Churchill: I think I would have to get an answer to that from the wheat board.

[*Later:*]

Mr. Tucker: Might I ask a further supplementary question of the Minister of Trade and Commerce, which he might answer when he is answering the other. In view of the fact that wheat is being sold at Vancouver for \$1.71 and a fraction and at Fort William for \$1.60 and a fraction, the effect being that the Fort William price is 11 cents below the Vancouver price, and that the price to millers is based upon the Fort William price, will he look into the question of whether the basing of that price on Fort William does not in effect import an element of subsidization by the western farmers to the consumers or the millers?

Mr. Churchill: Mr. Speaker, a lengthy and complicated question such as this might better be placed on the order paper, but I will take it as notice.

Mr. H. R. Argue (Assiniboia): I should like to ask a supplementary question arising out of the minister's answer to the hon. member for Rosthern. Why is the price to millers based on the lower Fort William price instead of the higher Vancouver price?

Mr. Churchill: I shall direct the question to the wheat board, who are responsible for dealing with all these problems, and the answer will be forthcoming in due course.