

of feed or cereal grains on hand at Thunder Bay, may I ask the minister whether the Wheat Board can fulfil its sales commitments, and can he also inform the House how many sales have had to be or are going to be deferred in the coming months?

Hon. Otto E. Lang (Minister of Justice): Mr. Speaker, the Wheat Board did make arrangements with some of its customers to take delivery at a later date than originally intended. Of course, with that change in deliveries it is expected that all commitments would be met. The supply of feed grains for eastern Canada is being watched very carefully, and the Wheat Board remains confident that the feed grains required will be moved either by lake freight or by rail.

Mr. Murta: Can the minister say whether or not this means that because some grain sales will be deferred to later months the grain will be sold at a lesser price than it could be sold at the present time?

Mr. Lang: No, Mr. Speaker, the sale contracts that are involved are normally firm ones. The over-all picture for this year is an expectation by the Canadian Wheat Board of exports in the 700 million bushel to maximum 800 million bushel range, and it should still be possible to get within that range.

FEED GRAIN—MINISTER'S POSITION RESPECTING
STATEMENT BY CHIEF COMMISSIONER OF CANADIAN
WHEAT BOARD ON PRICING AND SELLING POLICY

Mr. A. P. Gleave (Saskatoon-Biggar): Mr. Speaker, I have a supplementary question for the same minister. In light of statements by the Chief Commissioner of the Canadian Wheat Board to the National Farmers' Union meeting in Winnipeg, which the minister chose not to attend, that he had grave misgivings about the present feed grains pricing and selling policy, may I ask the minister whether the chief commissioner said the same thing to him? Did he convey to the minister his misgivings about the policy?

Hon. Otto E. Lang (Minister of Justice): Mr. Speaker, the exact words of the commissioner were not those, but of course the proposals for next year, whether one adopts the ones we outlined in August or the ones outlined by the Saskatchewan Wheat Pool, are extremely complex as inevitably is the case in the matter of grain. Therefore there are naturally concerns about the exact details of their operation. I am satisfied that the plans can be implemented in a way which will in the end completely reassure the commissioner of the Wheat Board and all the supporters of the Wheat Board.

Mr. Speaker: Order, please. May I remind hon. members that we are quickly coming to the end of the question period. The hon. member for Saskatoon-Biggar will be recognized for another supplementary, and then the hon. member for Annapolis Valley and the hon. member for Charlevoix.

Mr. Gleave: Since the minister did not chose to answer my first question, perhaps he will answer this one. Again referring to the matter of the movement of feed grain into

Oral Questions

position, the Minister of Agriculture for Ontario has stated they are three million bushels short at Goderich. Is grain going to be moved into position in time to serve farmers in that area who want to buy feed grain?

Mr. Lang: Mr. Speaker, I answered that in answering an earlier question by another hon. member by saying that the Wheat Board is watching the situation very closely and that, while not all the grain that is wanted may be moved by lake because of the delays which occur, there will be rail movement to make up the deficit.

FEED GRAIN—REQUEST THAT PRIORITY IN ROLLING
STOCK BE GIVEN TO MOVEMENT TO EASTERN CANADA

Mr. J. P. Nowlan (Annapolis Valley): Mr. Speaker, I have a supplementary question. In view of the answer of the minister and along the lines of the questions on the shortfall in the supply of feed grains in eastern Canada, will the minister ensure that, in terms of rolling stock, priority will be given to moving feed grains into eastern Canada where the short supply is becoming very critical, with Atlantic Canada having only an eight day supply at a good many points, and not let happen what happened this week when the Wheat Board cancelled 150 cars with the CNR one day and then because of pressure finally put them back on the rails?

Hon. Otto E. Lang (Minister of Justice): Mr. Speaker, I am happy to assure the hon. member that the Wheat Board did no such thing. Canadian National Railways had thought it might be better to serve the Thunder Bay movement at this immediate point in time rather than leaving those cars in the movement to Nova Scotia. After consultation with the Wheat Board and the Canadian Livestock Feed Board, the Wheat Board arranged that Canadian National put 150 cars out of the Thunder Bay movement into the movement of grain to the east.

Mr. Nowlan: Mr. Speaker, I thank the minister for the explanation and I am glad the matter was clarified. But the first part of my question was whether the minister would personally ensure, in terms of priority of rolling stock, that priority will be given to servicing and filling some of the bins that are in short supply in eastern Canada rather than the very necessary and important export trade?

Mr. Lang: Mr. Speaker, we are really talking about domestic trade both ways. It is a question between all rail, or rail to lakehead and boat from there, but my answer surely should have reassured hon. members that the Canadian Livestock Feed Board and the Canadian Wheat Board are indeed making sure that the domestic market is being served.

Mr. Gleave: You cannot assure anybody of anything; that is your trouble.