

Grain

in this house. This is one reason why I fully support the motion made this morning, namely, to have a full discussion on this matter. We have a cash advances program, but cash advances were not designed to move grain; they were designed to leave grain on the farms and to temporarily take care of the farmers while the grain stayed on the farm. The cash advances program is a temporary panacea; it is not a cure for anything. This program will not cope with the problem we face.

I am concerned about one aspect of this matter. We will have plenty of committees but not enough action. It is proposed that we have a National Grains Council. This will be a debating society. It will form more committees. Those committees will form subcommittees. We in this house will be trying to find out what the committees and subcommittees will be doing after they are formed. We do not need a National Grains Council; we need action. We need someone to put together the institutions and organizations we now have and make them work. We need co-ordination of the activities of the Canadian Wheat Board, the Board of Grain commissioners, the railroads and the elevator companies in order that this grain is effectively moved and sold. I do not wish to make light of the task that faces the Canadian Wheat Board or the Department of Trade and Commerce to which the Canadian Wheat Board is responsible. To some extent I know the nature of that task because at one time I sat on the advisory committee to the Canadian Wheat Board; therefore I have some knowledge of the task it faces.

However, Mr. Speaker, I am not convinced that an all-out effort has been made to solve the transportation problem. I am not convinced that an all-out effort has been made to move box cars to the west coast and the lakehead in order that grain may be moved out of this country. I am not satisfied that the job has been done effectively. I will be very happy if this evening the Minister of Industry, Trade and Commerce (Mr. Pepin), the Minister of Agriculture (Mr. Olson) or the Minister without Portfolio from Saskatoon-Humboldt (Mr. Lang) rises and convinces me that the job of transportation has been done, is in good hands and is going ahead. I would have more confidence if they had done what was done by a previous minister of trade and commerce in a Liberal government. In a similar situation he appointed a transport controller, the late Mr. Milner, and

[Mr. Gleave.]

gave him the job of seeing that the railroads moved the grain.

• (8:40 p.m.)

I would be much more satisfied and much more sure that the job was going to be done.

In closing, I want to say that these are the essential things which I think should be done, that is the appointment of a controller to see that the grain handling agencies are co-ordinated and can do this job effectively.

[Translation]

Mr. Bernard Dumoni (Frontenac): Mr. Speaker, the motion which led to this urgent debate reads in part as follows:

—I ask leave to move the adjournment of the house for the purpose of discussing a specific and important matter requiring urgent consideration, namely, the virtual bottleneck and paralysis in wheat movement in Vancouver Harbour due to the failure of the government to work with the railways in scheduling box cars, leading to a situation which has already resulted in the loss of a \$17,000 ton contract and which may result in the loss of others; which has caused damage and economic loss, since some ships have been tied up for as long as a month, paying demurrage charges as high \$2,500 a day; which has brought about stagnation in the movement of wheat at a critical time for western farmers; and in connection with which the government, in the person of the minister yesterday, refused to take action.

A few years ago, we, of the Ralliement Cr ditiste, asked the Conservative government of the day to take emergency measures to build grain elevators in all Canadian ports to store the feed grains which the farmers of Eastern Canada need, and to prevent the type of situation we are now witnessing.

I know that out West it is often said that the quantity of feed grains used in Eastern Canada is very small, but I also know that it would have helped to relieve the congestion in the port of Vancouver had the construction of grain elevators been authorized in the East. Then, the bountiful crops of western grains could have been stored because in the East we use feed grains to feed the animals, even when the grain is damp or of inferior quality.

I had even suggested, in 1962, that we buy a ship to move the surplus grain in order to store it at Berthier-en-Bas, very near Quebec, as it is done in some countries when grain is plentiful and is stored for the more difficult years to come, this product which is essential for feeding our cattle which provide us with our daily food, as well as the grain of a superior quality in order to send it to those who need it to eat three meals a day.