

He said: Mr. Chairman, I should explain that this is one-twelfth of the amount provided by the main estimates for 1942-43. The second part of the resolution provides for an additional one-twelfth of a limited number of items, as was done when the last interim supply was voted. It is obvious that it would be impossible for the committee of supply to pass the estimates before the end of June, and as there is to be royal assent to-day it was felt it would save the time of the house and of the other chamber if the additional one-twelfth were voted at this time.

Mr. DIEFENBAKER: I should like to bring to the attention of the Minister of Finance the matter to which I referred a few moments ago on the orders of the day. Apparently an order has been made by a board which is under the administration of the Minister of Finance forbidding the use of trucks on Sundays. For many farmers their truck is the only means of transportation they have for farm work, for use on Sunday or for any other purpose. The result of the order is that a great deal of ill-feeling has been aroused, and I should like to ask what consideration has been given towards repealing the order.

I have received various letters complaining about this order, and they are all to this effect: While the farmer is denied the right to use his truck to go to town and to do any of the things that are ordinarily done on the farm, or to use his truck to take himself and his family to church, nevertheless a direction has gone out permitting a farmer who purchases another car, a second-hand car if you will, to utilize it for all the purposes which are denied to the farmer who owns only a truck. Surely such an order is unreasonable. Here is a letter from a man who has no horses. He is a patriotic citizen who has two sons overseas. He is forbidden to use his truck on Sundays. Why is it, he asks, that such discrimination has been perpetrated upon him? The position he finds himself in is not peculiar to him by any means. Many others are in the same position. Everybody agrees that there must be gas rationing, but is it reasonable to make an order that a farmer who has an automobile may use it for his ordinary purposes while the farmer who has only a truck, and there are many such farmers, is denied the right to use that truck?

Mr. FAIR: The same condition exists in my province, and I have had a number of complaints along the same line. In the city of Ottawa and vicinity you will not find, as you do in western Canada, a number of second-hand cars and small trucks which are used for the purpose of conveying small

loads. They are not commercial trucks such as may be in the mind of the controller, and I would certainly like to have something done to enable farmers who have no cars to use these converted vehicles and other small trucks.

Mr. HATFIELD: The same conditions exist in New Brunswick and elsewhere in eastern Canada.

Mr. COLDWELL: I, too, have had communications on this matter. May I suggest to the minister that there are in some of our cities a number of families who have two or more cars in the family and who therefore are allowed to have coupon books for each car. It seems to me that if we are rationing gas we should limit it to one car per family. As the hon. member for Lake Centre says, there are numerous people who have to go to town in their trucks. In one part of my constituency there are practically no horses, and the present practice does work a hardship upon people who have no other means of conveyance than their trucks.

Mr. ROSS (Souris): I believe I raised this question a week ago Monday before the minister when we were discussing the matter of controls. In our province many farmers have disposed of their automobiles and are getting along with light delivery trucks. They are prohibited from taking their families in their trucks to marketing centres or to church on Sunday. As the hon. member for Rose-town-Biggar has pointed out, in these marketing centres you may find people with two automobiles and two ration books. This is certainly most unfair, and some arrangements should be made on behalf of farmers who have traded in their cars for light delivery trucks and who are now unable to convey their families to church or to town. The minister has had a couple of weeks to think about this matter. I spent a day here trying to clear it up, and had to telephone to the controller, a Mr. Stewart, in Toronto, and after running into all this difficulty among the farmers two weeks ago I was unable to get any action.

Mr. HOWDEN: My hon. friends on the other side of the chamber are not the only favoured ones in this respect.

Mr. ROSS (Souris): Unfavoured!

Mr. HOWDEN: Along the Red River valley are a great many settlers of foreign extraction who have come to this country and made it their adopted home after reaching mature life. They have no means of getting to market or anywhere else except by means