

equality of the quota system that the western farmers fought so hard to get, will the minister consider recommending to the government and to the Wheat Board that feed grains be put back under the sole jurisdiction of the Canadian Wheat Board?

**Hon. Otto E. Lang (Minister of Transport):** Mr. Speaker, the current feed grain policy resulted after two years of deliberation by farm organizations which failed to produce any alternative solution to the problem of making sure that producers of animals anywhere in this country would have an equal opportunity to obtain supplies of feed grains at similar prices, plus transportation. In view of that fact, I do not think it is fair to jump at a particular problem in relation to the policy.

We have said that a certain form of quotas, and particularly the assignment of acres, would be a reasonable way of limiting delivery opportunities to the open market. In addition, I have no doubt that this year the fairly wide-open permission to switch grain from one elevator to another led to elevators being congested with what were essentially open market grains, even though technically there was a limit of 20 per cent on the amount of open market grain allowed in any one elevator. The Wheat Board has reacted to that policy by suspending switching; that problem should, therefore, gradually dissipate. I think the question of allowing switching may still be a live one. Perhaps if it is allowed, it could be limited to those cases where there is an actual sale of grain to a producer at the elevator to which the grain is to be switched.

**Mr. Benjamin:** Mr. Speaker, since the complaint is coming from commissioners of the board, let alone from myself, other hon. members and grain producers, and in view of the fact that the amount of off-board grain so far this year is double that which was delivered last year, which is displaced capacity the Wheat Board could have used to handle export grain, which in turn has meant lower opening Wheat Board quotas which coerce farmers who are short of cash to deliver grain on the open market, even though they get 48 cents per bushel less—as of yesterday's market—for No. 1 feed barley than they would through the board, will the minister instruct the Canadian Wheat Board to start implementing quotas on off-board grain and allow no deliveries until such time as we have sufficient board grain to meet our export requirements?

**Mr. Lang:** Mr. Speaker, the problem can only be one of the specific location of the stocks. Hon. members may appreciate that since the off-board market has no access whatsoever to export markets, the amount of feed grain which can be disposed of in that market is to the animals eating it in Canada. That is very limited; it is a very definite amount. If any off-board markets acquire more than that stock, they will have to carry it at their expense and it will be their own lookout in terms of lost profit. The market has its own pricing mechanism to discourage unnecessary or overdelivery of grain.

Surely, the hon. member would agree that we would all want to see western barley and other feed grains supplying the deficit market in eastern and central Canada. As long as that

is going to happen, that amount of grain will move and it will have to be in the system to move to that market, regardless of the particular manner of selling grain.

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## NATIONAL REVENUE

### REORGANIZATION OF DEPARTMENT—DELAY IN SOLVING TAXPAYERS' PROBLEMS

**Mr. Lloyd Francis (Ottawa West):** Mr. Speaker, I have a question for the Minister of National Revenue. It relates to an article in the *Globe and Mail* of Wednesday, November 22, which stated that due to a recent reorganization of the minister's department, there would be an increased waiting period to have taxpayers' problems solved.

Would the minister assure this House and Canadian taxpayers that decentralization of government operations outside of the national capital region has not led to inefficiency in his department?

**Hon. A. C. Abbott (Minister of National Revenue and Minister of State (Small Business)):** Mr. Speaker, I can assure the hon. member that I have been advised that the change in organization will not affect the efficiency with which most questions are answered, 75 per cent to 80 per cent of which are routine and receive immediate answers. A few more require recourse to the central computer files, and very few require several days to be answered through having to get out the special material that may be involved. I have been assured that the same high standard that the hon. member's constituents and others have enjoyed from outside Ottawa will be maintained.

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## AIR TRANSPORT

### JET SERVICE TO WESTERN MANITOBA AND EASTERN SASKATCHEWAN

**Hon. G. W. Dinsdale (Brandon-Souris):** Mr. Speaker, I have a question for the Minister of Transport. It arises from the minister's statement during question period yesterday that the government, rather than following bureaucratic advice on transportation policy, follows "political judgment based on an inquiry among people . . . and consultation with the provincial government."

In view of the many petitions, received from the people of western Manitoba and the government of Manitoba, will the minister review his decision not to provide jet service into western Manitoba and eastern Saskatchewan, a decision that contradicts the Prime Minister's promise of May 23, 1974, during the last election and the minister's assurance that first-class air service would be in operation well in advance of the Jeux Canada Games which open in Brandon on February 12 next?