

Canada Grain Bill

In the particular instance referred to, although the contamination was discovered on the ship after the grain had been subjected to a series of examinations, we were told that the farmer would have to bear the loss. But, Mr. Speaker, the farmer would not have delivered contaminated grain, because when grain is delivered at the elevator the elevator agent takes a scoop of it every so often; he looks at the grain; he checks it; he wants to know where it came from; he wants to know its weight and whether it is dry; he wants to know the dockage and shrinkage that is to be allowed. That grain is subjected to a number of inspections. It is inspected by representatives of the commission at the regional terminals. The commission itself supervises these inspections. Why, then, should we expect the farmer to carry the load when grain is allowed to become contaminated? Why is grain allowed to become contaminated, as a result of which farmers are told, "You cannot deliver your grain because it may be out of condition," and so on?

In this bill there are clauses similar to the one to which I have referred. They will cause us trouble. I wish the minister would make a statement about what really has happened in matters such as I have referred to, and at the same time indicate that the government is prepared, where the commission has been negligent, to carry the loss sustained.

Another provision of the bill relates to protein grading. We now know from the explanations given that protein grading will not go into effect for at least two years. This provision has been introduced notwithstanding all the protestations of the minister. Of course, we are accustomed to the type of propaganda in which this government has indulged. The minister singles out one item, explains it to us in a way we can understand and then he slips in other measures. That is typical of some of the legislation that has come from this government. You single out one or two items which are palatable, then throw in a lot of garbage and say, "Look at the beautiful job we are doing for you." The government wanted to rush this bill through without accepting amendments. We tried to point out some of the weaknesses in the grains legislation. After waiting for 40 years, they expect us to rush this bill through. In addition to all that, the minister told us we had an important market for barley.

Mr. Speaker, I have been amused because some people think that because China bought some of our wheat, all the farmers are rolling in dough. The government changed the entire quota system. We have the three-bushel quota this year but it is on the basis of summer-fallow whereas last year it was on the basis of total acreage. If you compare the figures you will see that this year we have a quota that is slightly more than a bushel greater than the quota we had last year.

● (9:40 p.m.)

In addition, the elevators are not being filled. The government does not think the farmers need any money now; they say they will receive it later. They think they can manage the affairs of the farmers better than the

[Mr. Korchinski.]

farmers themselves. I do not know what will happen if there is another cold snap such as we experienced a year or two ago. The problem was that diesels could not haul the grain to Vancouver. There is a great deal of snow in the west this year. It will be difficult for farmers to start their trucks. In spite of this, the government insists that they deliver their barley because it is required for the markets. The farmers will receive less for their production. It is ridiculous to ask them to rush out in the middle of the night to deliver grain.

The new protein grading system will create problems. There will be an even greater storage problem than at the present time. The new government policy will direct and condition the thinking of the farmers. Farmers have to accept the fact that they will have to deliver their grain to more distant points. Because there will be various protein levels of a certain grade, more storage will be required. The end result will be that as much, or more, elevator space will be required. Present government policy is directed toward the elimination of elevators.

After a study was conducted, a representative of Canadian Pacific Railway appeared before the committee. He informed the committee that the government had commissioned a study in order to work out a new system involving unit loading of trains. I admit that from the point of view of the railroads this might be a good idea. The railways like the idea of loading a complete train at one point. However, three elevator agents will be required if loading operations are carried out 24 hours a day. It would be convenient for the railways to deliver a series of boxcars to one point. However, there is no regard for the distance a farmer has to travel. When the representative of the CPR appeared before the committee, I asked him whether there were storage facilities for other commodities which they handle. He replied that there were warehouses at many points. If the end result of the new system is to be a saving for the railways, they should provide storage for the grain.

The government will require the farmer to pay for the storage of grain in the elevators. The government has no regard for the producers. Obviously this is the way they want the trend to develop. This is one more thing we have noticed in this government's pessimistic attitude toward grain. Last year the Lift program was introduced. The farmers were unable to grow wheat, not because of the program but because of wet weather. Instead, they grew barley. This was not because of any planning. The minister told the farmers that they should not grow too much barley because a glut might develop. This year there is a demand for barley. In their haste to dispose of some of the barley, the government without any regard to price grabbed the first sale and accepted a price of \$1.30 a bushel. On delivery to the country elevators, the farmers receive 62 cents or 65 cents a bushel. Statements have been made to the effect that there will be no final payment. Even allowing for transportation and handling costs, there is still quite a disparity.

The government is now in a hurry to have stabilization legislation because they do not want it known that they