

## Grain

view, the C.B.C. is a comparable organization. But it is left free to run its affairs from day to day. We have listened tonight to speeches for hours and hours and we may listen longer still. Because we are farmers, because we are producers, the government says one thing on one side and another thing on the other side.

The Minister of Agriculture, who has really nothing to say about the situation, nevertheless talked a great deal, and members will see his speech in *Hansard*. I know what he had to say when he was talking to his constituents; he is a neighbour of mine. He said we had to send No. 2 wheat from the inland terminal at Lethbridge. We heard talk from the minister about a three bushel quota. I should like to ask the minister: where are the deliveries?

We are here representing the farmers, and I have to speak for them. I can do so because I am one of them. I know what the quota is; it is three bushels at my delivery point. The Minister of Trade and Commerce has assured me that I have a three bushel quota. Well, I wish he would tell my banker. What will be the answer? Sure, there are a lot of cars going today. The hon. member for Vancouver East told us there were lots of cars moving now. The hon. member says he called Vancouver at 4.30 this afternoon. But according to the Wheat Board even the minister did not have the figures that he gave.

• (12 midnight)

**An hon. Member:** It was 5.30.

**Mr. Gundlock:** Well, there is one hour's difference between here and Winnipeg, so I concede that. But what happened to all the box cars that were on the way? They were returned because they could not be unloaded in Vancouver.

The Minister of Agriculture and the Minister without Portfolio mentioned No. 2 wheat. I should like to know where this wheat came from and where was it bound for. I am a farmer and I know what the quota is. The minister does not have to tell me that I have a three bushel quota. Hon. members opposite should not laugh. That is why we are here tonight, because they have been laughing about this matter.

We are told the C.P.R. can only handle 30 cars instead of 150 because of the weather conditions. On the main line at Calgary there are 250-car trains, and this at a time when the temperature is 26 degrees below zero. So does this talk about the weather make sense? All we have heard are excuses and apologies

[Mr. Gundlock.]

which have nothing to do with the Wheat Board.

I listened to the speeches this evening. They were interesting. Yet I hope when the minister speaks later to wind up his debate he will point to something real that has been done to help our farmers. Of course, when anyone talks about wheat, chickens, eggs or what have you he is talking about agriculture. The Minister of Industry, Trade and Commerce is a very pleasant sort of person, and some of us would not mind if he swapped portfolios with the Minister of Agriculture.

The hon. member for Frontenac (Mr. Dumont) talked about co-operation between eastern and western Canada. I know perfectly well that the people of eastern Canada need more grain. In some instances they bring it in from the United States. They should buy a lot more from the west. We are willing to cooperate with them.

Tonight we heard much talk about subsidies and helping our farmers. Actually, the government does not pay subsidies to our western farmers. You might say that the government pays subsidies toward the shipment of grain going east. That is one way of looking at it and I find no fault with that. The people of the east need our grain. Our internal grain trade can only promote co-operation between the people of eastern and western Canada.

I am glad to see the Minister of Industry, Trade and Commerce back in his seat. When we are not in the house or in our respective constituencies I enjoy his company. I remember full well that before the Christmas recess there were not enough box cars to move wheat, all existing box cars in my constituency being tied up in moving wheat. They were unloading No. 2 wheat from an inland terminal, apparently on orders of the Minister of Agriculture. I ask this question: Who is responsible for the Wheat Board and for our grain commissioners? Is it not the Minister of Industry, Trade and Commerce? Apparently he is responsible for those bodies, and yet in some ways he is not. I think the minister knows full well what I am talking about. As I said, Canadian Pacific box cars were busy unloading grain from an inland terminal, but they had no cars available to help my constituents fulfil their quotas.

• (12:10 a.m.)

I am speaking about the three bushel quota we have heard so much about. I do not have it yet. Why? Cars were busy unloading an