

*Supply—Agriculture*

"The situation in western Canada is even more critical than we first thought," said Federal President G. H. Sellers.

I don't think it could be said that Mr. Sellers is a man who gets excited easily or who cries doom and gloom.

"On an all-grains total of 1,105 million bushels, 800 million bushels are either tough or damp, it was estimated in the survey by 1,200 Federal grain elevator managers."

We are talking about over \$1 billion worth of farm produce, Mr. Chairman.

Mr. Sellers said Federal has decided to instal another drier at one of its lakehead terminals and is investigating the possibility of installing more driers at some other terminals.

I suggest they are to be complimented for this. If the government moved half as fast it would be doing better.

That brings me to the question of terminals, but before I refer to that I wish to point out that in spite of the assurance of the government that the railways are co-operating with respect to box cars, this is certainly not the case. I have here the Board of Grain Commissioners figures for car loadings from August 1 to November 30, 1968. Last year in that period car loadings of all grains—wheat, oats, rye, through to rape—if you will pardon the expression, totalled 89,309 cars. In 1968 the figure was 81,490. This shows the great co-operation there has been because this year there have been 8,000 fewer cars moved than in the same period last year.

Let us now move to terminals which come under the jurisdiction of the Minister of Agriculture. I have here car loadings from inland terminals, August 1 to November 30, 1967 and 1968. Things are not doing too badly at Saskatoon terminal. They are working well there. A total of 74 cars have been shipped out of the Moose Jaw terminal, but there were no loads moved out of Moose Jaw inland terminal between August 1 and October 23. In the past five weeks they have shipped 74 cars. Edmonton—big deal—39 cars. They are going to handle lots of grain there. Lethbridge—here is a dandy one—no cars shipped since August 1. There is a grain drier there with a 1,000 bushel capacity. What the hell is it doing? The Minister of Agriculture may say, as the Minister without Portfolio (Mr. Lang), mentioned, that Lethbridge is away south of the trouble. You have only to go north to Red Deer to get damp grain and it can be moved down to the Lethbridge terminal.

Moose Jaw terminal has a capacity of 5.5 million bushels, and I cannot understand why it has a drier with only a 1,000 bushel capacity, yet inland terminals at Edmonton and Calgary have double that amount of grain drying capacity. It passes all understanding. Liberal planning!

We were assured, Mr. Chairman, that the terminal at Moose Jaw was operating seven days a week, 24 hours a day. We have found it has been operating five days a week and not always 24 hours a day. There are not sufficient car loadings of damp grain arriving there to keep the driers operating. There was a hurried meeting a couple of days ago when the minister was in Europe, as a result of which the railways said they would move 140 cars to Moose Jaw by the middle of next week. Last week the minister told the house that they were getting a backlog of cars loaded with damp grain, yet Moose Jaw was not getting enough cars to keep it operating round the clock. The trouble is that there are too many departments, boards and agencies involved, and one does not know what the other is doing.

There is the Robin Hood elevator at Moose Jaw. The flour mill there is closed, but the elevator has a capacity of 1.8 million bushels, and there is no drier there. Why not? Mr. Chairman, grain drying facilities at terminal elevators will be able to handle only about a third of this damp and tough grain. The government has known about this situation for many weeks. In spite of questions asked in the house, and suggestions from other places, it has made no effort to instal additional equipment on an emergency basis at its own terminals. This group, and I am certain other groups in the house, call on the government to institute emergency measures to increase substantially the capacity of its own terminals for grain drying.

• (8:40 p.m.)

We urge country elevator companies both private and co-operative to purchase immediately and to instal additional grain drying equipment, both at their own terminals and at selected country elevator points. The government, if it has not already done so, should immediately call a meeting with the representatives of these companies and officials of the grain companies to persuade them, help them co-ordinate and offer them some incentives to do this. Since wet harvest conditions such as have been experienced this fall occur only once about every eight or ten years on the