

Department of Transport Act

quota at 205 points, to a two-bushel quota at 481 points and a three-bushel quota at 290 points? The great bulk of the shipping points in the province are in the category where they have a one, two or three-bushel quota.

Mr. Blackmore: Would my hon. friend permit a question for the sake of information? Could my hon. friend give the committee any idea what percentage of the points in Saskatchewan on a one or two-bushel quota are prepared to deliver No. 2 wheat compared with the number in Alberta on a one or two-bushel quota which are prepared to deliver Nos. 3 and 4 wheat? Would that make some difference?

Mr. Nicholson: I can speak from our own experience. We have some exceptionally good wheat left over from last year and some very poor wheat left over from 1954 and we have a one-bushel quota. We had it when I was home at Easter time. In spite of the fact that we have that one-bushel quota, we could not deliver a bushel at all to the pool elevator in our shipping point. It is not because the grain is not available. I have not any statistics here but I am sure that there is a variety of all grades of wheat available in Saskatchewan if the orders are directed there so the elevators can ship out.

Mr. Blackmore: May I ask another question?

Mr. Nicholson: Yes.

Mr. Blackmore: I am just trying to get at the root of this thing. There is a large percentage of wheat in Alberta that is No. 3 and No. 4 because of the fact that we have so much more rain and frost very often. I understand that there is a greater demand for No. 3 and No. 4 at the present time for export than there is for No. 2. Am I correct there?

Mr. Nicholson: Yes. I think the hon. member is correct. But we also have northern lands in Saskatchewan where we have our share of rain and frost and where we have quite a large volume of lower grades as well. On balance I think we probably have as large a percentage of the lower grades in Saskatchewan as they have in Alberta. But in our province it so happens that the cars have not been available, and our people feel that a real injustice is being done.

Mr. Blackmore: May I ask my hon. friend one more question?

Mr. Nicholson: Yes.

Mr. Blackmore: I am really seeking for information. If there is not export demand at the present time for No. 2 wheat at any

[Mr. Nicholson.]

considerable number of these points on two-bushel quotas which are producing No. 2, then might it not be difficult to provide them with box cars, whereas it would be more easy to provide box cars where No. 3 and No. 4 are being produced?

Mr. Nicholson: I wish to assure my hon. friend that we have ample quantities of all grades in all parts of the province and that, as far as I know, there is not any problem about getting the specific grades that are required in the export trade. But while we have had some trouble about roads in the last couple of months, certainly when parliament met here in January there was no justification then for the Minister of Trade and Commerce to suggest that we had this large volume of space available in the terminal and interior elevators because the farmers were unable to deliver. Certainly when parliament met, as far as the province of Saskatchewan was concerned, most of our roads were open and the farmers would have been prepared to deliver grain. But in answer to a question asked by the hon. member for The Battlefords on January 20, the Minister of Trade and Commerce told him that at that date we had space for 700,000 bushels at the interior elevator; that we had space for 8,200,000 bushels in Vancouver-New Westminster; for 400,000 bushels at Victoria; for 700,000 bushels at Prince Rupert; for 600,000 bushels at Churchill; and that at his own lakehead ports of Fort William and Port Arthur, there was space for 34,800,000 bushels; at eastern terminals, bay and upper lake, 6,100,000 bushels; lower lake and upper St. Lawrence, 1,200,000 bushels; lower St. Lawrence 4 million bushels; and maritimes, 1,500,000 bushels.

In the light of the agricultural crisis which exists in all parts of Canada but particularly in the prairie provinces, I can see no justification whatever for having in our terminals space available for something over 58 million bushels and then on April 4 having in our province of Saskatchewan 205 points where they have a one-bushel quota. Certainly as far as the elevators up in our area are concerned, I would say this. When I was home at Easter time most of the pool elevators found that they were plugged to capacity, and some of the people who had a one-bushel quota still had not been able to deliver the one-bushel quota to their own elevator.

There is one other factor which has not been mentioned to date and I think it is important. It has been suggested by hon. members from time to time that the Crowsnest freight rates should be revised and that the railways are not receiving a sufficiently