

*Supply—Agriculture*

is a matter of law and cannot be changed. Then there is the other level which comes into effect when a price level is set for a product by the stabilization board. That has given the ranchers and other cattle producers of Alberta stability and security in their industry and it is something that I think should be mentioned.

There is one thing that I should like to suggest to the Minister of Agriculture and also to the Minister of Trade and Commerce. Members of parliament will have read about the recent case in British Columbia, I believe, in which the wheat board act and the regulations were interpreted to mean that wheat could not be sold by one farmer in one province to another farmer in another province. This has worked certain hardship, particularly in the case of those farmers who live near the border between Saskatchewan and Alberta. Some of the wheat which cannot be sold under the quota system is sold for feed and bought by feeders of cattle and in that way the surplus is being depleted. But under the wheat board regulations it is legally impossible to sell wheat from one province to another without at least the consent of the wheat board or rather through the wheat board. That is one of the big problems and I think it should be looked into because it does seem that when we provide certain protection for an industry by legislation problems always arise.

The wheat board is not new, of course, because the board was created by this party the last time it was in power, but I always think that new legislation is like a new baby. There are certain changes that must take place. I should like to make this suggestion in respect of this legislation without wanting in any way to harm the system itself whereby the wheat farmer is protected. Perhaps some system could be worked out whereby the law and these regulations could be amended to enable a farmer in one province to sell grain to a farmer in another province. I know of a case in which a man in Saskatchewan wanted to sell wheat to his brother-in-law in Alberta who was producing beef. These regulations made such a transaction impossible. This is one suggestion I make, that the law and the regulations should be amended so that they would not work a hardship on anyone.

Now, returning to my constituency, I would say that when we leave the ranching district we move into the grain producing area. We

then meet the problems that have been discussed here. Hundreds of words have been said about wheat. I think George Brittnel, a professor at Saskatchewan, wrote a book on wheat, called "More about Wheat". Perhaps if everyone read it there would not be so many words said about wheat. I should like to say, when dealing with the wheat farmer, that the main problem is moving the surplus wheat from the farm to the markets themselves. It does not matter how you pay out the subsidies. After all, the most important thing is to be able to market the commodity at reasonable prices.

I think I have the honour of representing the district in which the two master farmers of Alberta reside. This part of the Bow River constituency is a great wheat producing area. One of the big problems is to get the grain off the farm into the market. One of the problems the farmers have met in this connection is the distribution of box cars. This particular government set up a commission to investigate the distribution of box cars. I have always been amazed by the fact that one of the largest crops western Canada produced in 1928—there were only two other crops to compete with that record—which was between 500 million and 600 million bushels, was transported to market without too much difficulty. There seemed to be plenty of box cars in 1928 to take the whole crop. It seems to me that today there is some aspect of this problem which we have been overlooking. Surely there is sufficient railway equipment today to enable us to get all the wheat off the farms quicker than we have been doing in the past few years.

If these large farmers could get their wheat to market, even if they could fill their quotas on time, then they would have the necessary capital with which to finance their farm operations. I feel that whatever findings this commission makes, the distribution of box cars is a very important item and that is why I have mentioned it. The supply of box cars to the country sidings should be speeded up.

I have heard a lot of members say a lot of things about agriculture, but it does seem to me that the crux of the whole problem can be set forth in a simple formula. How much will a bushel of wheat or a pound of beef buy? One of the big problems today is the cost of production. I wrote one of the farmers in the Bow River constituency for a list of the equipment which he has on the