

It is well known that the party on the other side of the House has for many years advocated a two-price system for wheat which would pay for the first quality of grain a price substantially more than the farmer receives from sales on the international market. What I am asking tonight is whether the Minister of Supply and Services was stating government policy when he said in Assiniboia recently that we should have a two-price system for wheat with a minimum of \$3 per bushel for the first 1,000 bushels sold. I think we need this, Mr. Speaker, and we need it soon if we are to keep as many farmers as possible on the land.

As things stand today, the farmer is subsidizing the consumer of bread in Canada. Other countries of the world subsidize or support the price of grain and the Canadian farmer competes not only against those wheat farmers but against the treasuries of their countries. The wheat farmer in Canada is at a distinct disadvantage. He is probably getting less today for a bushel of wheat than in 1949. We know that costs have gone up. But what has happened to the farmer? The price of a bushel of grain has gone down, despite the fact that his costs have skyrocketed.

These things that are inequitable will have to be changed if we are to preserve the rural way of life which is such an important part of the fabric of Canada. It can be done. I do not want to underemphasize the importance of this question. All the major farm organizations have called for a two-price system of grain. The \$3 per bushel for the first 1,000 bushels would in most cases guarantee a farmer a basic income of \$3,000 a year. After that he would receive whatever the international market paid, and today, as we all know, that is substantially less than \$3 per bushel. If we do not achieve this we will be faced with the farmers moving off the land faster and faster every year. The task force on agriculture suggests that the government should become less involved and that farms become larger and more efficient. I do not want to see this happen because I think the farmer is efficient.

There is a real social value to the family farm, and the only way to preserve it is to help the average, small farmer by way of income. An equitable way of doing that is the two-price system for grain. If this is not done, the family farm will disappear and the small towns and cities may go with it. The choice may be basically a social one, but it is important that we spend money to help the farmer. This is what the farmer wants instead of the stabilization bill. It is one of the changes he wanted made in that bill. All of us realize that we must do something like this if we are to help the farmer.

I hope the minister will tell us what is government policy. I hope the congenial parliamentary secretary will say that within a short time we will have a two-price system for wheat and that the farmer will receive at least \$3 per bushel for the first 1,000 bushels.

**Mr. Barnett J. Danson (Parliamentary Secretary to Prime Minister):** I thank the hon. member for Yorkton-Melville (Mr. Nystrom) for referring to me as congenial. I refer to him as the congenial socialist from Yorkton-Melville. I think he will agree after the first flush of victory it is regrettable that Jim Hooker was not returned to the government side of the House so that there would be a voice

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for the western farmer to replace that so tragically lost by the sad death of the beloved Ab Douglas.

The minister's remarks were extemporaneous in Assiniboia and were confined to discussing the merits of the two-price system for wheat from a western viewpoint. He also pointed out at that time that there were other factors which would have to be considered before government policy on this subject could be finally determined.

#### HARBOURS—PICTOU, NOVA SCOTIA—IMPLEMENTATION OF PLANS FOR IMPROVED FACILITIES

**Mr. Elmer M. MacKay (Central Nova):** Mr. Speaker, on November 9 I raised a question with the Minister of Transport (Mr. Jamieson) concerning wharf facilities and other installations at the town of Pictou, Nova Scotia. At that time the minister answered that he had been to Pictou, had seen the particular problem referred to and would send me a report. In all fairness, the minister has not had time to do this. However, he was good enough to give me some information on the day the question was asked.

Tonight I want to put on record some of the particular questions I wish dealt with. I also want to acquaint the minister, through the hon. member for Rocky Mountain (Mr. Sulatycky), of some of the submissions made by notable persons and organizations in the town of Pictou and in the county of Pictou. It is readily apparent that the general area of Pictou county is undergoing an expansionary phase. We have several important industries adjacent to the town of Pictou and it is fair to say that Pictou will be a focal point in a rapidly expanding industrial area. At least, that is what we all hope for in that part of the country.

Although responsible officials of the town of Pictou and the county of Pictou are encouraged by the work being done by the Department of Transport in operating ferry facilities at Caribou, which is near Pictou, there is a feeling amount responsible persons and industrialists there that possibly the department should concentrate more on upgrading the wharf facilities and installations in the town itself—that is, in the port of Pictou—instead of spending a great deal of money in the outlying area of Caribou where there are certain physical obstacles which prevent the running of a satisfactory, modern ferry service. In other words, some felt when the announcement was made that it would be better to phase out the Caribou-Wood Island run and replace it with a more modern Pictou to Charlottetown run, using a more modern vessel of the type that is used on the Tormentine-Borden crossing or of the *Bluenose* type that is used at Yarmouth.

It has been said by the Board of Trade, by the mayor and town council of Pictou, by the Pictou county planning commission and by others that there is much to be said for implementing now the kind of plant and what improvements that have been, I suggest with deference, overdue for some time. I am told that the Caribou terminal suffers from difficult night navigating conditions. There is shallow water, a windy channel and somewhat short docks. So difficult are these conditions that on occasions it has been necessary to cancel runs because of wind and water conditions. A minor modification of present docking facilities in the port of Pictou would accommo-