

Supply—Agriculture

Canadian National branch line northwest of Beechy. There are two elevators with a capacity of 104,000 bushels, and it has not received one car in the last nine weeks though there are 15,000 bushels of damp grain at this shipping point.

Now I come to Craven, Siltou and Lockwood, three shipping points on a Canadian Pacific branch line between Regina and Nokomis. There are five elevators with a capacity of 300,000 bushels. From September 30 to October 28, a period of four weeks, cars received—none.

Next I turn to Dinsmore, on a C.N. branch line in the same general area as Tullis. This is one of the larger shipping points with five elevators, having a capacity of 584,000 bushels. This is one of the larger shipping points. They have 16,000 bushels of damp grain in store in the elevator. It takes them four days to turn it, and then they have to start turning it again. There are 150,000 bushels of damp grain still in the farmers' hands in that shipping district. The grand total of cars loaded between November 4 and December 4—10

• (8:30 p.m.)

Wolverine—I am sorry the hon. member for Saskatoon-Humboldt is not here because this is in his constituency, C.P.R. line between Lanigan and Colonsay, two elevators, capacity 87,000 bushels. Cars loaded since August 1—seven, five of them on November 2—none since. For five weeks there have been no cars. There are still 91,000 bushels of damp grain in that shipping district. Of the three bushel quota they can move 46,000 bushels, and that will leave 35,000 bushels to be dried locally. The farmers will require an additional two bushel quota to move their grain.

Young, Saskatchewan, C.N.R. main line between Watrous and Saskatoon, and a C.P.R. branch line, five elevators, capacity 430,000 bushels. Between October 26 and November 30, over four weeks, no cars loaded at the four elevators on the C.N.R. tracks and four cars loaded at the one elevator on the C.P.R. tracks. There are 200,000 bushels of damp grain at this shipping point. They can dry 50,000 bushels locally, and it will take 75 cars to ship the balance.

Lucky Lake, in the constituency of Moose Jaw, C. N. R. branch line next point south of Tullis, four elevators, capacity 346,000 bushels. Five cars were received in the past five weeks, three of them on November 2 and two on November 29. There are 25,000 to 30,000 bushels of damp grain in that district.

[Mr. Benjamin.]

Allan, another place in the riding of the hon. member for Saskatoon-Humboldt, C.N.R. main line between Watrous and Saskatoon, five elevators, capacity over half a million bushels. They are all plugged, and again it is taking them four days at a time to turn damp grain in store at those elevators. The last cars received were 12 on November 1. Today is December 5. There are a million bushels of tough and damp grain in the Allan district, and the problem about local drying is that nobody has the cash for it. Some farmers in that district have not even delivered their four bushel units yet. The driers located in that place charge \$20 to \$45 per hour, depending on capacity, which amounts to ten cents a bushel.

Mr. Chairman, if a few other members of this house will spend the length of time that some of us have, calling country elevator agents, the people who know and who are closest to the problem, they will come up with dozens more places like this. Only the organizational genius of a Liberal government could see to it that, in a country with the two largest railroads in the world, with 40,000 box cars, there would be a short supply of box cars.

I have a telegram here received today by the hon. member for Moose Jaw, from Birsay, Saskatchewan, which reads:

This point has only had 19 cars for grain loading since new crop year. Elevators plugged and still on unit quota. Some points within 20 mile radius on two bushel dry grain quota. Request you make every effort possible to get cars to this point.

It was sent by Don Kain, President of the Birsay Board of Trade.

I make no apology, Mr. Chairman, for taking up the time of the committee to bring these matters to the attention of the minister. I know that the Minister of Agriculture is not responsible for the allocation of box cars. That matter is supposed to be under the Canadian Wheat Board, but that minister is somewhere else and apparently for him there is no crisis. I know the Minister of Transport has some responsibility for the operations of railways, but that minister too is somewhere else. I know that the Minister of Finance could be helping out with matters financially, but he is somewhere else.

There was a news report in yesterday's *Leader-Post* as follows:

Federal Grain Ltd. Monday reported survey results showing that about 72 per cent of this year's prairie grain crop, tough or damp as a result of a wet harvest, will require special storage practices if quality is to be maintained.