

Supply

proposals the cost would be 38.7 cents. They are asking us to look at a savings of three cents. I think the Minister of Justice made reference to this in a speech delivered in Regina a short time ago when he said people should look seriously at how much money this adds up to if they handle a billion bushels a year. For a saving of three cents a bushel, we are asked to continue and accelerate the depopulation of rural Saskatchewan, Manitoba and Alberta.

• (1630)

According to the reports farmers will be asked to use trucks to move this grain to these inland terminals at a cost of approximately 3.8 cent per bushel, and I suspect it would be considerably more. We are also asking the rural municipalities, after the taxpayers have already paid for a rail system which was given very costly land, to build the roads to handle this grain movement. The cost of maintaining these roads is another factor I do not see mentioned in the reports.

Another sad mistake in the reports is the assumption that we are going to continually ship wheat. It has been assumed that we are not going to increase sales of barley and take part in the sale of utility wheat in the Pacific area, in Asia and other points. These utility grades of wheat and barley would perhaps not have to be cleaned, and this would reduce the three cents per bushel saving.

I do not know where this Minister of Finance gets his experts, but he has taken a typical socialist approach by going to the most educated person he can find for his advice. It does not matter whether that person has done nothing more than read a book, the socialist idea is to go to the best educated—experience is not considered. Stage one of this socialistic program is to ask the most educated person to consider the problem and come up with solutions. Once you have the solutions, stage two is to inform the poor and ignorant people what is right and good. I understand the second stage in respect of these reports is to take place next month in Calgary and Saskatoon when this government will try to get the people to see the wisdom of their conclusions.

The Minister of Justice, the hon. member for Saskatoon-Humboldt, said after the election that everything the government did was right but the people did not understand. Apparently Information Canada and all the other facilities the government has at its disposal failed to educate the people. This whole thing is rather like a hard sell advertising program. You have to get people to want something, and then they will be happy with it when you give it to them.

In so far as these inland terminals are concerned, I am concerned that we will have to pay for them. If this program is put into effect we will suffer. This same sort of thing was done by the Liberal government in 1953. I recall reading a feasibility report on the Saskatchewan dam. It indicated that in straight dollars and cents the dam was not feasible. The writers of this report did not take into consideration the people who live in that province, the recreational facilities provided and that sort of thing. Since that time we were fortunate enough to have a different kind of government and we were able to get this dam for Saskatchewan.

[Mr. Horner (Battleford-Kindersley).]

Another thing the experts have not looked at in respect of this savings of three cents a bushel is the amount of grain farmers are able to haul directly from the combine to the elevator. In my own operation I think I haul 20 per cent of what I produce directly to the elevators. I have not had to put it in a bin as I have always hauled direct to the elevator without having to store the grain. If this system is brought in it will result in farmers having to build storage space on the farm for another 200 million or 300 million bushels. I do not know what we will be able to do with the saving of three cents a bushel, but the five or six things I have mentioned suggest that we should go very slowly on any kind of crash program.

The reports suggest that the railways will save 5.7 cents per bushel as has been indicated. I do not know what it is with this man, but perhaps like a lot of us, he grew up in the 30's and did not have a toy train to play with when growing up. He seems to be obsessed with railways. He buys hopper cars when we have not got the money and do not need them. The railways might save 5.7 cents a bushel but the farmers will have to pay out 4 cents a bushel for trucking and probably another 4 cents in other costs.

I fail to understand the railways' position in respect of feeder lines. If they do not have feeder lines to bring the grain out to the main line they will not have anything to haul. This is not to say I think all the lines should be maintained. Obviously, some lines are not really needed, but this is the sort of thing upon which we will have to take action very slowly, while taking into consideration the people living in those areas. Surely, the decisions should not be made entirely by people in Winnipeg and Ottawa.

Let me mention briefly the west coast situation, about which nothing has been done. In the very near future handling through the west coast could double and the bottleneck now at the west would intensify. The idea regarding hopper cars was good if the facilities on the west coast were improved, but they have not been improved. Today, we have rail cars backed up 20 miles. We still have problems there which we have always had but they are getting bigger. The Minister of Justice said yesterday that grain was moving very rapidly. I suggest to him that average car unloadings at the west coast amount to less than 600 cars a day. I do not think that is any record.

Let us consider what some of our competitors are doing. Are they giving hopper cars to the railways and then sitting down with cap in hand trying to negotiate some method of maintenance or some method of repayment? Are they hoping that the railways will buy the cars in a year? I doubt that that is the case. In Kuena, Australia, new facilities are being built which will be paid for through a per bushel handling charge. They are going to provide storage for 31 million bushels at a cost of \$41 million. That is close to what it cost to administer the Lift program. This was money the farmers never saw which could have been used to provide a 30 million bushel facility at the west coast.

I suggest the \$48 million for hopper cars might well have been used to improve facilities on the west coast, if in fact that was all the minister was able to wheedle out of the cabinet. The capacity at this dock in Kuena, Australia,