

*Supply—Finance*

please do certain things and reach certain objectives, but they have no power. But if a minister of the crown is in attendance when the Canadian Wheat Board meets the representatives of the railways or the operators of the terminals and listens to the discussion and is prepared to act, you can get action.

No one wants to take on the power of the Canadian people even if he is running a railway or a grain terminal. I know how necessary it was to use the prestige of the people of Canada to get grain moving. It would not have moved if the laissez-faire, drifting policy of the minister had been followed.

**Mr. Sharp:** May I ask the hon. member a question? How much grain did he move in the greatest year?

**Mr. Starr:** You never moved any.

**Mr. Hamilton:** The minister will not learn anything. If the minister wants to learn something he should listen.

**Mr. Sharp:** I am listening.

**Mr. Hamilton:** The other day the minister was too frightened to stand up and take a two minute tongue lashing which he deserves. He ran away from that fight.

**Mr. Sharp:** I am quite happy.

**Mr. Hamilton:** I wish the minister would keep quiet and listen to me. It is about time somebody put him where he belongs. I was mentioning box cars. In 1961 I was advised by the Canadian Wheat Board, the terminals and the railways that we could not move enough grain through the western ports to handle the sale to China. This was the official advice which I received from everybody. I went to each one and in turn said, what is the reason? Each one blamed the other. This is a matter of tactics which has been developed over the years. When I was the minister I did not sit back and do nothing. I called the 17 organizations together in the early spring of 1961. We had a meeting and I made them voice their criticisms of each other face to face. For the first time the men working in the terminals and on the docks and their employers were able to see each other face to face. They gave their reasons and as a result of that meeting they were able to assure me that they could boost the capacity of the west coast ports by 33 per cent without spending a single dollar of their money or anyone else's.

Not only did they do that but in January, 1964, they moved 29 million bushels in one

month through these ports. This shows what co-operation can do there. However, let me tell the minister that if it had not been for the minister of that time sitting right down with the railways and the terminal operators and listening to their discussions, there would not have been that co-operation. They did not want to take on the federal government.

In the year 1962 we had another problem with box cars. Once again the wheat board met, as it has to do, with the railways and tried to bring about movement of grain. They met again and I believe they met a third time. If my memory serves me correctly this third meeting was on a Wednesday. Then a telegram signed by the minister was sent to both railways, with a copy to the Canadian Wheat Board, saying, even though we are reluctant to set up a transport controller we will do so if you do not move the grain. The telegram was sent on Thursday and you never saw so many box cars in your life as had rolled into western Canada by the next Tuesday.

**Mr. Sharp:** There have been more since.

**Mr. Hamilton:** I am trying to get across to the minister, if he will only learn, that what the farmers expect from the minister now is action and not drift. They got box car movement then and they got the grain moved. I just use that as one example, Mr. Chairman. Let me give the minister a second one.

We had an innocent Minister of Agriculture stand up in this house two weeks ago and read a statement regarding quotas in western Canada. This is none of his business actually because the wheat board is under the Minister of Finance, but that poor sucker, if I may use that word, did not even know the significance of telling us that some farmers were on a one bushel quota and others were on six. This is a discrimination that the western farmer protested against from 1950 to 1957. We got rid of most of it but you cannot eliminate all of it. Now the criticism is rising to a new crescendo. What does it mean to most people to say that one farmer is on a one bushel quota and another farmer is on a six bushel quota? If you live in those areas you will learn what it means. The farmer living on one railway line who has a six bushel quota is able to deliver six times as much wheat as the farmer living on another railway line who has only a one bushel quota.

If you do not understand the pressure that arises because one farmer who has 600 acres is allowed to deliver only on a one bushel quota while another farmer who has the