

Canada Grain Act

cars accordingly. I was never enthusiastic about that procedure. I thought something better should be done. I did not think you could obtain justice for the farmers in 1955 by tying the distribution of box cars to the dead past, to the wishes of farmers in a previous period even though it was a period in which there was little congestion. But I was quite prepared to admit that that kind of car cycle would be a vast improvement over the present method of allowing the railway companies, in the main, to determine the distribution of box cars at any elevator point.

I have reviewed the lack of action by the government. I have pointed out the fact that the government, instead of helping the farmers to solve this problem whenever by their own volition they have attempted to do so, has permitted the transport controller to step in and block the farmers' action by cancelling the car order book.

I have said many times that the personnel of the board of grain commissioners are not carrying out the wishes of organized agriculture and the farmers generally. We all know that in some instances the board is loaded with straight political appointees, and if it is not a straight political appointment then you can almost be certain it will be somebody who was very closely connected with the Winnipeg grain exchange. Whenever you get this Liberal-grain exchange partnership the farmers of western Canada are bound to suffer. I think that is one of the real reasons why they are in this difficulty today. Apparently there is no one in the board of grain commissioners or in the ranks of the cabinet who wishes to restore to the farmers this fundamental right. They would far rather continue this conspiracy to deprive the farmers of a fundamental Canadian right.

I do not claim that this bill is necessarily the final answer. I do not really care whether or not this particular measure is adopted, as long as I get the assurance from a responsible cabinet minister that legislation will be brought in by the government at this session to fulfil the letter and the spirit of the requests of the three western wheat pools as far as amendments to the law are concerned. I am prepared to go further. I am prepared to support in committee any amendment by the government that they might think would improve the measure in order to carry out its principal objective. As a further alternative, if after the measure has received second reading, the government would like the whole question reviewed once again by the standing committee on agriculture and the bill reported back to the house at this session, I am quite prepared to agree.

[Mr. Argue.]

But I shall not allow the measure to drop unless and until there is concrete assurance from the government that action will be taken at this session to meet the requests of organized agriculture. If the Liberal members from Saskatchewan wish to stay in tune, which is questionable, with the opinions of the Saskatchewan Liberal party, they will support the principle of this measure. But since Saskatchewan now has two Liberal parties, or a Liberal party that functions in two parts, it is rather difficult to forecast what their position may happen to be.

Mr. Studer: The socialists have none.

Mr. Argue: I should like to remind the hon. member who has interrupted that at a certain Liberal party convention held in the province of Saskatchewan in September, 1954, a motion was moved and adopted with respect to this matter, and in the Saskatoon *Star-Phoenix* of September 23, 1954 there is the following:

Resolutions designed to make life more enjoyable for farmers were passed at the provincial Liberal party convention here Friday.

Wonderful.

On the question of box car allocation, the convention urged that the Canada Grain Act be amended to provide for placing box cars at country elevators in accordance with the farmers' preference so they could deliver grain to the elevator of their choice. At the same time, the act would retain for the individual growers their right to order cars under the car order book section.

Liberal members of the house from Saskatchewan can demonstrate that they really want to take steps that would make farm life in Saskatchewan more enjoyable, not by supporting a fundamentally C.C.F. measure but by supporting a resolution of their own convention in Saskatchewan last fall, calling for amendments to the Canada Grain Act to restore this fundamental right to western farmers.

To show that at least the provincial section of the Liberal party meant business, may I point out that a resolution was unanimously supported in the Saskatchewan legislature which asked that this right be restored. The resolution, moved by Mr. Wooff and seconded by Mr. Swallow, is listed in the votes and proceedings of the legislative assembly of the province of Saskatchewan for March 24, 1955, and reads as follows:

That this assembly urge the federal government to implement a box car distribution that insures the farmer the right to deliver grain to the elevator of his choice.

A debate arising, and the question being put, it was agreed to unanimously.

That was the resolution passed by the Saskatchewan legislature and agreed to unanimously by members of the Liberal party and of the C.C.F. party, asking the federal