

Grain

farmers. So, they did not dry. The Saskatchewan government analysed the situation. In an article in the *Regina Leader Post* of December 20, 1968 written by the *Leader Post* staff there is a report about a proposed program of the Saskatchewan government. The article reads in part as follows:

The proposed program would pay the full cost of fuel, either propane gas or fuel oil, up to the maximum amount used, based on receipts provided by the supplier of the fuel, in all cases where the farmer does his own drying of grain... the plan proposes to pay 50 per cent of the cost assessed by the custom dryer up to the maximum cash payment with a limit of six cents a bushel.

The plan would also set a limit of \$300 total in payments to a grain delivery permit book holder—

And so on.

It was obvious to the Saskatchewan government there was a lack of cash. Obviously, the federal government wanted to wipe its hands of the matter and leave it alone. At the end of December the government finally realized there was a lack of cash and announced that a special loan would be made available for the drying of grain. That was at the end of December. Between sessions something happened. This is the seventh sitting day since we returned from the Christmas recess but the government has not even seen fit to give first reading to a bill that would allow special loans for drying. I, personally, asked the house leader when he might have a discussion with the Minister of Industry, Trade and Commerce (Mr. Pepin) and he replied that discussions are going on. My goodness, how difficult it is to get through to some ministers! Even if the bill were passed, some time must elapse before regulations and forms could be delivered into the hands of country elevator agents. This has been the case in respect of the cash advance proposal that was passed in this house early in June. This will happen again. Another month goes by and the Government wonders why there is not adequate dried grain at Vancouver terminals.

What has happened is another example of failure to plan and to foresee the obvious. When one realizes that the number of boxcars available for transportation of wheat is 1,000 below the figure for last year, it becomes obvious that the situation is one of slipshod management by the government.

An hon. Member: A hell of a mess.

Mr. Korchinski: You can say that again; if the Prime Minister (Mr. Trudeau) can say it you can say it.

Once again, wheat is piled high on the prairies; the farmers face an uncertain future. The minister makes excuses and the Prime Minister's only concern is about his extracurricular activities. If the Prime Minister devoted as much time to wheat as he does to dates we would not have this problem. Instead in Winnipeg he asked why we should sell wheat. He stated that it was the farmers' problem. This is the heart of the problem. The government just does not care. It is a hands off policy. Some call it *laissez-faire*; I call it lazy fare.

The government's policy has created a situation in which we now face the loss of contracts. It has been a catalogue of dismal mismanagement. I tell my N.D.P. friends, who are quick to oppose management at the drop of a hat, that the two month long strike last summer when the government sat in a state of rigid paralysis resulted in a congestion of grain which did not help. Last year the lakehead terminals shipped 373 million bushels compared to 356 million bushels in previous crop years. Last year Canada's sales volume dropped from 25 per cent to 20 per cent under this government's mismanagement. Further drops can be expected if this attitude on the part of the government persists. The following quotation is from the *Montreal Star* of November 6, 1968:

Wheat and flour exports in the crop year ended last July 31 were the smallest since the 1959-60 crop year. They totalled 336,000,000 bushels against 515,000,000 bushels a year earlier.

Once again wheat is piling up on the prairies. The minister makes excuses. The government obviously is quite prepared to see things go by the board. What do we need? We need several things. We badly need a government that cares about the welfare of the farmers. This we do not have.

Some hon. Members: Hear, hear.

Mr. Korchinski: We badly need a minister who will take things into his hands and instruct the trade concerning what must be done. We need some kind of a minister. We had a similar situation before. When the Progressive Conservative party formed a government we had our problems. When the China deal was arranged we realized there were transportation problems. The transportation problems had to be faced. There was a shortage of facilities at the west coast. But we had a minister who was willing to act. At that time Alvin Hamilton was the minister. He called the trade together and set out the