

In this crop year, to date, sales and exports are slightly below last crop year to the same date. The reasons are not far to seek. European crops are better, ocean shipping is scarce and high priced, and markets generally are demoralized by U.S. surplus disposal methods. I am inclined to think, although one cannot be too sure, that the pattern of sales and exports will be just the opposite of that of the last crop year. That is, early sales and exports are disappointing, but volume will improve later in the crop year. Last crop year, before United States surplus disposal activities began to affect us so seriously, the Wheat Board set out to accept delivery of a total quota of 8 bushels per specified acre. This looked like a reasonable target and I agreed with it. Unfortunately, it could not be attained before July 31st and it was necessary to extend the date progressively into the present crop year. I hope that we shall be able to avoid the recurrence of such a situation during the present crop year. I can assure you that no stone will be left unturned to bring the total of deliveries of all grains during the present crop year up to the highest possible level, whatever that may be. The Wheat Board, the Transport Controller and the railway companies have an exceedingly complex task in assuring that grain which can be sold quickly is moved forward quickly, thus creating space for other grain in the country. Unfortunately, because of the general prosperity of the country, there is keen competition for railway box cars, and the supply of box cars for moving grain so far has not been adequate. I have made it plain to the railway companies, however, that there is no higher priority than box-cars for grain, and it would seem that the situation is gradually improving. It is worth noting that during the past several years the problems of marketing durum wheat, barley and oats have not been troublesome. In spite of quotas on barley and oats sold into the United States during the past two years, these grains have been marketed as rapidly as they could be delivered at the Lakehead. I am happy to say that U.S. quotas against barley and oats are no longer in being. Again this year, the demand for durum wheat, barley, and oats is strong, and no great difficulty in marketing these grains is expected. Flax and rye are also in demand. Crops of rapeseed are finding a ready market. The larger proportion of coarse grains, planted this year, is being helpful to our overall marketing problems. An effort has also been made to effect a more equitable distribution of box cars. I am fully aware of the views of your organization, and these views were also made known to the Agricultural Committee of the House of Commons, which made a special study of the question at the last session of Parliament. As the House Committee found, it is impractical to give full effect, under existing congested conditions, to the principle that the farmer should be able to deliver to the elevator of his choice. The Committee did recommend, however, that a car cycle should be introduced on the basis of outstanding orders for cars at local elevator points. This recommendation has been accepted and is now in effect. As you know, the Wheat Board, by its shipping orders, is also attempting to secure a more equitable division of shipments among elevator companies. Taken together, these two measures should go as far as seems practical at the present time towards meeting the problem.