

originated for the most part in the Province of Saskatchewan where the car order book was in general use during the Fall season up to the date of its temporary suspension on December 4, 1951.

In addition to his regular duties, Assistant Commissioner Rayner since September 1, 1951, has acted as the Winnipeg representative of the Transport Controller.

The CHAIRMAN: Any questions with respect to the assistant commissioners?

Mr. WRIGHT: There would appear to be an anomaly in the number of inspections. There were 85 complaints in the province of Saskatchewan, but there were only 402 inspections whereas in Alberta there were only 4 complaints and 1,258 inspections were conducted. Is there an explanation of that?

Mr. VALLANCE: Yes, there is, Mr. Wright, and you partly answered your own question. It is that in Saskatchewan there were 85 complaints which took considerable time. To top it off Assistant Commissioner McLean had gone through a very serious operation during that period and had lost, I would say, considerable time and as is set out here the car order book was in great demand and true, there were 85 in Saskatchewan but I think there is another thing to be said to vindicate this business that some of these complaints were not settled at once. I can mention complaints here which I am not proposing to do which took Assistant Commissioner McLean as many as ten visits to get any kind of a settlement or understanding to get over a complaint and settle it. Now, as I say in Alberta your car order book was practically non-existent, Manitoba's to a lesser degree than it was in Saskatchewan, but it was for those reasons that MacLean was not able to make the inspections which he will show that he made this year.

Mr. WRIGHT: Is he still the assistant commissioner?

The WITNESS: Yes.

Mr. WARD: Why was the car order book suspended?

The CHAIRMAN: That is the next paragraph, Mr. Ward. Any other comments with respect to assistant commissioners?

Shall the paragraph carry?

Carried.

We will now pass on to car order books.

The WITNESS:

CAR ORDER BOOK

With the commencement of Fall deliveries of the 1951 crop, the car order book was put into operation at many points in the Province of Saskatchewan. Car order book custodians were also appointed by the railway companies at a considerable number of places in Saskatchewan not supplied with railway agents. The car order book was used to a much lesser degree in Alberta and Manitoba during 1951.

Many complaints of inequity in car order book operations were investigated and the experience of the Board demonstrated that under this year's abnormal conditions the use of the car order book defeated the preference orders of the Canadian Wheat Board.

Accordingly, on December 4, 1951, after consultation with the Canadian Wheat Board and the Board of Grain Commissioners, the Transport Controller suspended operation of the car order book until July 31, 1952, to speed up loading at country points of preference orders and shipment of damp grain.

Now, I think perhaps Mr. Milner could give you all the information you desire on that.