

Weighing of grain?

The WITNESS:

WEIGHING OF GRAIN

The Board were concerned over the considerable number of unsatisfactory lake vessel outturns at Eastern elevators which were investigated during the 1951 season of navigation.

In addition to the regular more routine checks on weighing of the cargoes at loading and unloading houses, special audits of terminal elevator stocks were carried out in connection with the reported appreciable outturn shortages in two lake vessel cargoes. Adjustment of liability for excessive outturn shortages for a number of cargoes are awaiting the completion of Eastern elevator weighovers.

On the whole, however, lake vessel cargo outturns have been fairly satisfactory.

Through the courtesy of a Scale Company in Montreal, arrangements have been made to give selected personnel of Weighing Branch, shop experience and training in the mechanics of large hopper scale operation, adjustment and repair.

Now, Mr. Capon, the chief weighman is here and if you have any questions you desire to put to him I am sure he would be glad to give you such information as he can.

Mr. WRIGHT: Are these shortages mostly in coarse grain or in wheat?

Mr. CAPON: No, this is in various grains.

Mr. WRIGHT: Who is liable for the losses incurred? Is it the skipper, the Wheat Board or who?

Mr. CAPON: No, the certificate final plan of export grain is issued at Fort William and the shippers ensure their cargo with out-of-turn insurance companies, the majority of shippers.

Mr. HETLAND: Do you know of any reason why these two cargoes were short?

Mr. CAPON: Investigation was made at the elevators and no cause was found why these vessels should be short. However, there were some cargoes where we found grain in tanks in the vessel. They were adjusted but they are awaiting final settlement when annual weigh-over of some eastern elevators are completed.

The CHAIRMAN: Shall we go on to assistant commissioners?
Any more questions on the weighing of grain?

The WITNESS:

ASSISTANT COMMISSIONERS

Complaints from producers investigated by Assistant Commissioners during the 1951 calendar year totalled 118, distributed by provinces of origin as follows: Alberta, 4; Saskatchewan, 85; Manitoba, 29.

In addition 2,199 country elevators were inspected by the Assistant Commissioners—Alberta, 1,258; Saskatchewan, 402; Manitoba, 539 houses.

Assistant Commissioners of the Board also took up the matter of excessive overages with country elevator agents concerned. Storage facilities covered by Special Annex or "offsite" storage licence were inspected by these officials, and applicants for out-of-turn cars investigated.

A very considerable number of complaints were investigated during 1951 respecting the operation of the car order book. These complaints