

*Department of Transport Act*

train crew came down and in spite of the fact that the line elevator company at that point had filled all its shipping orders only two cars were dropped off at that point, one at the wheat pool, which still had 15 shipping orders, and one at the line elevator company which had no shipping orders at all.

When you try to find out who is responsible you are told that no one is responsible except perhaps the train crew which is not carrying out the order. You try to find out who has given the order and you are told that it is the dispatcher. When you approach him he tells you that he gets his orders from somewhere else. The train crew says that it did not get any orders to spot cars at this point and the dispatcher says he operates on the basis of one car, one elevator. The dispatcher denies the fact that he is giving orders about this and says that he leaves it to the crews. The result is that no one seems to accept responsibility for the allocation by the crews of cars at these elevator delivery points. There is something seriously wrong in the allocation of shipping orders and the allocation of cars when they get there.

In a letter I wrote to the Minister of Trade and Commerce on April 12 I indicated the situation as it existed at that time. Dealing with the box car situation at that point I said:

My attention has been drawn to an unfortunate situation with regard to the spotting of the cars which are being allocated to the above delivery point. A similar situation exists at many other points in Saskatchewan.

It exists also at many points in the constituency of Yorkton, which I have the honour to represent.

According to my informant the Federal elevator at that point has filled all its shipping orders. The Saskatchewan wheat pool, however, has orders for some 15 cars.

On March 30th the train crew spotted one car at each elevator, although the Federal elevator had no shipping orders.

Upon whose orders was that done? Where did they come from? What happened at that point is that the farmers finally took the matter into their own hands. They filled up the one car at the pool elevator which they had and then they proceeded up to the Federal elevator company and moved the box car from there to their own elevator where it could be filled. My letter goes on:

It is evident that the arrangements for allocation of cars to cover shipping orders is not functioning properly and unfortunately the wheat pool is being discriminated against as a result.

At Bankend it is evident that the Federal Grain Company has been receiving more than its fair allocation of cars, since at the present time the Federal elevator has some 3,500 bushels available space whereas the Saskatchewan wheat pool elevator is filled.

Inquiry into the situation at various times indicates that in some cases the train crews do [Mr. Castleden.]

not receive definite instructions as to the spotting of cars. In other cases they fail to place the cars where instructions call for them.

Would it be possible to have definite arrangements made with the railroad companies under which cars could be spotted according to the shipping orders as allocated by the wheat board and elevator companies?

I should like to point out to the minister, and this is because of some previous association with the transport controller—I want him to accept my word—that personally I have nothing against the transport controller. In my opinion this whole situation has resulted from something which is failing to operate. The situation is made all the more difficult and creates more bitter feelings against the government and against the minister and against the transport controller when they find this sort of thing happening.

I suggest that he should try to straighten it out and give the transport controller control over the instructions given to the railway companies so that the allocation of cars will take place where it should take place. There should be such co-ordination between shipping orders and the allocation of cars that they are exactly the same. If the minister can remedy that situation he will do a great deal of good.

I know of one place where there is a single wheat pool elevator, and in another place where there is a line company elevator, and in almost every instance the line company is getting the box cars while the wheat pool is not. I know in my own area they seem to leave cars at one place and not at the other. I do not know why the train crews do that, but surely if instructions were given to the transport controller this could be remedied. If he has not the power to do it, he should be given that power and thus be able to do what should be done.

Inquiries of the heads of the wheat pools, of the heads of the grain companies, of the wheat board and of the railway companies simply result in the passing of the buck to somebody else and saying "It is not our responsibility." If the minister can get this particular situation cleared up he will do a great deal of good. At any rate he will re-establish to the producers on the prairie a basic right which belongs to every individual, the right to deliver his grain to the elevator of his choice, the right to purchase his commodities where he would like to purchase them. That right has existed for many years.

I might say that this trouble seldom occurred prior to the time when the wheat pool got into the position where it could control by far the greater part of the grain at particular points. Taking Bankend as an example, my own feeling is that if they were