

*By Mr. Harrison:*

Q. Some tribute has been paid by Mr. McIvor to Mr. Milner and I should like to add my own at this time. The Right Hon. Mr. Howe will recall that there was some criticism of grain handling at Meadow Lake last summer when he was out there. The problem was turned over to Mr. Milner and the last time I was home the very person who had done the most criticising said that there had been the best grain handling in the history of that point, and that the minister should have a medal. I thought perhaps we might pin one on Mr. Milner.—A. We appreciate those remarks very much, but he will be very hard to live with from now on. Here are the totals and I think you will be interested in them.

The CHAIRMAN: Is that up to date, now?

The WITNESS: This is at the 29th of April and is given by the various categories: in Manitoba five bushels per specified acre, 308 shipping points; six bushels per specified acre, 32 shipping points; seven bushels per specified acre, 40 shipping points. That makes a total of 380 shipping points.

In Saskatchewan, five bushels per specified acre, 943 shipping points; six bushels per specified acre, 93 shipping points, seven bushels per specified acre, 73 shipping points—a total of 1,109 shipping points.

In Alberta five bushels per specified acre, 259 shipping points; six bushels per specified acre, 127 shipping points; seven bushels per specified acre, 198 shipping points—a total of 584 shipping points.

I might say in regard to Saskatchewan that we are shipping at the present time some No. 2 northern wheat from Saskatchewan to Vancouver and the reason we are doing that is to help out in some of the difficult points. We are shipping at the present time some No. 6 wheat from Alberta to the lakehead to take care of the American demand. We do not have that type of wheat in Saskatchewan. The stock there is pretty well shipped out so the one movement will offset the other. However, I would like to point out that we are shipping No. 2 northern wheat to Vancouver because we think it is only fair.

Mr. JOHNSON (*Kindersley*): Which areas of Saskatchewan would that be, do you know off hand?

Mr. RIDDEL: Roughly, a line drawn from Saskatoon south. Stocks west of there are going to Vancouver. Where the freight differential in favour of Fort William is four cents per hundred pounds or less we are shipping from Saskatchewan to the Pacific coast.

Mr. JOHNSON (*Kindersley*): Grain could be shipped out of there without a specific mill order?

Mr. RIDDEL: Yes, grain can be shipped on the orders of the board and we are placing orders from time to time. I should state we have to limit the quantities. I should not give the impression these are general shipping orders because they are not.

Mr. JOHNSON (*Kindersley*): I was not familiar with that at all. Thank you.

*By Mr. Argue:*

Q. How does Saskatchewan have 943 shipping points out of 1,109 on a 5 bushel quota? What proportion of that 943 are getting very close to the five bushel quota?—A. Mr. Davidson, have you any figures on that?

Mr. DAVIDSON: I do not think we have them with us.