

Department of Transport Act

advice is to wait and see before we can believe these predictions which have been made. This is particularly true on the basis of the record as it exists at the moment.

The deliveries of grain from the farms up until April 4 are 156.3 million bushels less than the 10-year average, and the deliveries of grain from the farms standing at 255.6 are nearly 50 million bushels less than last year. This points out the incredible task with which we are being faced, because at one time, in January of this year, the carloadings were 36,453 behind the total for the same period a year ago. In spite of the very difficult conditions which prevailed for the railways, with the very harsh winter which we have been subjected to, by the end of March we still find that they were 18,786 behind the same period of last year. Therefore, we can readily see that the task confronting the person in charge of these administrative problems is a grave one.

It is even more serious, Mr. Chairman, when another factor is taken into consideration. One of the duties of the transport controller is to equalize quotas in so far as possible within the operation of the Canadian wheat board. But what do we find as of April 4? We find that in Saskatchewan over half of the 1,107 points are on a 2-bushel quota or less. As of April 4 there were 685 marketing points which had a specified quota of two bushels to the acre or less. We find that in Manitoba there were 86 out of 387 marketing points operating on a 5-bushel quota, perhaps taking advantage of the blunder that was made earlier, taking advantage of the short haul from Manitoba so the terminals could be filled and the boats that are coming in now could have a cargo available.

By taking advantage of this blunder in that way they have certainly given no consideration to the principle of equality because out of 1,107 marketing points in Saskatchewan there are only 26 on a 5-bushel quota. The total for all the marketing points in western Canada indicates that slightly less than one-half are on a 2-bushel quota or less. Out of a total of 2,080 marketing points, 986 are on a one or a 2-bushel quota.

One of the accepted responsibilities of the transport controller is to ensure an equitable apportionment of box cars between the railway divisions. You can readily visualize how difficult it is when a farmer at one marketing point who has a 1-bushel quota sees that at perhaps the next point or at one on another line within 15 or 20 miles the farmers are operating on a 5-bushel quota. Certainly they cannot say it is on the basis of the type or

kind of grain they have because the variations in grain do not shift within a radius of 15 or 20 miles.

We find, as was mentioned by the hon. member for Prince Albert, that invariably the Canadian Pacific line is more reluctant to supply box cars than is the Canadian National line. There are areas where the farmers have gone three or even four months without receiving a single box car at a marketing point.

This is a function of the transport controller because individual cases are taken up with him. In his own words, as recorded at page 239 of the proceedings of the standing committee on agriculture and colonization, when asked this question, he said:

... I call it to the attention of the railway and say, "I think you are neglecting such and such a station; you should put some cars in there", the cars are placed and that is the end of it.

The transport controller has as one of his important functions the duty of equitably distributing box cars to the marketing points and on the basis of the evidence I have given I would hazard saying that he is a complete failure because there is no equity and no justice in the marketing points as they are indicated in the April 4 *Wheat Review*. The transport controller could play a very important role if his duties were looked upon as a full-time job. Unfortunately the resolution before us which sets up the continuation of his duties for another two-year period does not consider the fact that the present transport controller is in a way on loan from the board of grain commissioners.

When Mr. Milner was before the committee on agriculture and colonization last year I asked him the following question, as recorded on page 238 of the proceedings of that committee:

Mr. Johnson (Kindersley): You feel it is not handicapping you as a member of the board of grain commissioners to be transport controller at the same time?

Mr. Milner: To the extent that I could be putting more time in on the board of grain commissioners when I am doing transport control work, yes; that must be obvious, but if you are suggesting that the work on the board of grain commissioners is being neglected on account of the fact that I am transport controller, I say no.

So the answer you get just depends on which question you ask. In this case Mr. Milner was assuring us that his responsibilities as a member of the board of grain commissioners were not being neglected because he was serving as transport controller but by the same token he has admitted that he is neglecting his duties as transport controller.

In that same series of questions, Mr. Chairman, it was pointed out the difficulties that