

The WITNESS:

SHIPPING PERMIT NO. 100 AND GRAIN DRYING

By early January, 1951, Lakehead storage was quickly becoming congested. The railways were compelled to slow down the flow of box cars to the Lakehead to coincide with the volume of outward rail shipments from the Twin City ports. Meanwhile large stocks of tough and damp grain, remained in country elevators and on Western farms. The damp grain particularly, required to be dried without delay to prevent further deterioration.

Accordingly, the Board on January 22, 1951, under special shipping authority designated as Permit No. 100, instructed the railways to supply cars for shipment to the Lakehead of damp grain from Manitoba and Saskatchewan, and damp coarse grains from Alberta.

By February 15, 1951, it was possible for the Board to extend this permit order to include shipment to terminals of tough grain with a moisture content of 16% or more, and from Alberta, tough coarse grains with a moisture content of 16% or greater. Permission was also granted for the shipment of tough flax under the Board's Special Permit No. 100.

In all matters relating to the movement of this tough and damp grain to the terminal elevators, the Board of Grain Commissioners acted in close collaboration with the Canadian Wheat Board.

On March 28, 1951, the Board of Grain Commissioners withdrew its special shipping instructions on assurance by the Canadian Wheat Board that shipping preferences would be established to give priority to outstanding car orders on Permit No. 100, and also to the movement of damp grain from country points.

Further substantial quantities of tough grain were dried by mixing with straight grade grain, and over 51 million bushels of tough and damp grain were put through terminal elevator driers during the 1950-51 crop year.

Transportation agencies and elevator companies co-operated to the fullest possible extent in the handling of the 1950 crop and losses reported through spoilage were negligible.

The 1951 Western crop presents an even more serious transportation and handling problem. Shipping authority under Permit No. 100 was invoked by the Board on November 22, 1951, to ensure priority for the movement of damp grain to the terminals.

Terminal elevator drying equipment is operating again this year on round-the-clock schedules. Everything is being done to meet the exigencies of the situation.

Mr. WARD: Mr. McKenzie, was the country able to dry all the damp and tough grain that was shipped or that was available to be shipped?

The WITNESS: You mean up to date? Well, Arthur Dollery can answer that, but I think this can be said, that there are still substantial quantities of tough grain, in particular, in the terminals and some of the country houses that has to be taken care of, but by and large, subject to some small local conditions, there has been no substantial spoilage of grain that we know of. I would just like to speak on the project in the United States. I have to thank the Wheat Board for these figures. I think you were told by the Wheat Board that considerable drying was taking place at Buffalo, Duluth, Walkerville and Toronto elevators, as well as the terminals at the lakehead, and the Pacific and Ontario terminals. Now, Sarnia has been shipping damp 3 Norman, 70,529.40; damp 4 Norman, 56,187 bushels; damp No. 5 wheat, 613,497 bushels; a total of 740,209 bushels, to Sarnia.