

*Provision of Moneys to CNR and Air Canada* annually and the Canadian Wheat Board allocate boxcars in accordance with the results of the ballot."

In addition the McLean Wheat Pool committee also made special reference to the question of boxcar supply. They stated as follows:

The Pool operates the only elevator at this point which eliminates inequity of car distribution here. However, being aware of this problem at most points throughout the province we support the resolution passed by our delegates at their annual meeting in Regina last month.

"That the Wheat Board institute a system whereby the farmer designates his choice of elevator by a declaration, and shipping orders be allotted accordingly."

The Edgeley Wheat Pool committee also made reference to the shift in boxcar loadings at their points over the past four crop years. They noted that in 1965-66, 237 cars were loaded at their points; in 1966-67, 201 cars were loaded; in 1967-68, 107 cars were loaded and in 1968-69, 113 cars were loaded.

Finally, the Avonhurst Wheat Pool committee also gave detailed figures of grain movements out of their point. They noted that a total of 86,340 bushels of grain were shipped and that a handling of 86,500 bushels was established at that point in the current crop year. The total number of cars at the point of Avonhurst during the past crop year was 102. The Pool received only 45, giving the opposition a total of 57 cars. I also have information that at this point there are 77 permit holders and that approximately 45 of those permit holders delivered grain generally to the Pool. During the past crop year there were roughly 86,000 bushels for the Pool and somewhere between 95,000 and 100,000 bushels for the line elevator. All this seems to point up a very serious situation which must be taken into account in the future.

It has been noted that the block system is expected to bring about some improvement in the situation. I think this probably will result in some improvement in the situation, but it seems to me some problems will still remain because the allocation of cars to the various elevator companies will be based on a formula using the average in the last three crop years. It would seem that due to the declining market situation which has existed during the past three crop years, it will be difficult to obtain equitable and fair distribution of boxcars based on the wishes of the grain producers themselves. It seems to me this would also give both the railway and elevator companies the opportunity to consolidate their boxcars

[Mr. Burton.]

at a local point without due consideration to the needs of the farm people.

Another example I received a few weeks ago is an indication that one railway line gave a preference in cars to one point which had a great many more cars than other points with the same number of permit holders. The railway is attempting to carry out the rationalization of their service by having a smaller number of points and hauling greater distances. Also, this will enable the elevator companies, in the manner in which the new block system will operate, to carry out their own consolidation. I do not think anyone will argue that some consolidation will not take place, but this gives the elevator companies the power to carry out a rationalization of their operations without any reference to the needs of the farmers and without many of the farm organizations being consulted or having any role to play in carrying out this reorganization of operations.

I indicated that another matter had come to my attention. I think it requires some attention by the government. I received in the mail this morning a copy of an application that has been filed by Canadian National Railways with the Railway Transport Committee of the Canadian Transport Commission asking for authority, and making a preliminary proposal, to establish a master agency for a large part of Saskatchewan, located in Saskatoon. First of all, I should like to compliment the CNR, as I have previously, for making available this information immediately and for indicating quite specifically what it plans to do. It has made this information available to a large group of interested and potentially interested people. I must say at the outset that I do see some potential for improved railway service in the master agency plan as it has been developed and in fact as it has been used in some locations. It is indicated in their application that the CNR has in mind that the total implementation will be carried out progressively over the next two years.

While I indicated that this plan may have a potential for improved service, on the question of improved service the railway might note in answer to any comments I might make in this regard that, after all, they do not receive too many complaints. I think it must be noted by all concerned that there has been and is an attitude on the part of the public, a sort of a shrugging of the shoulders, in which they seem to say, "What is the use?" They give up in their attempt to get the