

human element enters in here and that the disposition on the part of the divisional superintendent who is responsible for the disposition of cars is to try to take care of the competitive points first. He does not like it and he is embarrassed about it.

Q. Pursuing the problem at Souris a little further.—A. That is your point.

Q. Yes. Yesterday the point was made that higher percentage handlings might decrease because of the enormous quantities of grain available, whereas the over-all handlings might have gone up. Have you any information as to Souris in respect to the actual quantity of grain handled rather than the percentage of handlings?—A. I did have the total quantities at a shipping point but I gave them to somebody and I do not have them here.

Q. There has been considerable activity in my area, from such points as Killarney, Boissevain, Deloraine, and Souris, as to cars being distributed geographically. Is there any reason why they should be affected more than any other section of the province?—A. No, except that they would be more concerned. I think Mr. Milner will agree with me that those C.P.R. lines have much more grain to move than the C.N.R. in southern Manitoba.

Q. Another point was made that this is an emergency situation and that it is due to a great congestion. Now, in Manitoba we have not had the same problem of congestion as in Saskatchewan, but there is a very similar difficulty. Do you feel that the problem of congestion, particularly in Manitoba, is a temporary problem, or does it result from technique of harvesting and so forth?—A. It is both, Mr. Dinsdale. Last year I think I said something to the effect that I thought it may be temporary. If we knew that it was temporary there would be no reason for doing anything. But I am not as optimistic about the general wheat picture as perhaps Mr. Wesson was and I think we will have a continuing congestion in prospect for some period of time. I am not at all pessimistic as to the prospects of the volume of crops this year, perhaps I am about the quality, but not as to the volume. The congestion is going to be longer in duration than I thought a year ago. The present technique of handling, harvesting, and the advent of combines and good roads has certainly changed the picture and we will always have congestion for periods of longer or shorter duration in the autumn and we will have these conditions during that period at all times.

Q. It might be that some fundamental re-thinking has to be done?—A. The car order book section as written today, is inoperative under the conditions under which we operate. The actual language of it will not work under present conditions. It has nothing to do with the Wheat Board at all.

*By Rt. Hon. Mr. Howe:*

Q. I take it that you would like us to revise our legislation?—A. I would like you to revise that particular section in order to clarify that section of the car order book which seems to be the general stumbling point. The railways should understand that they are not bound to the equal number of cars.

Q. We have legal opinions that they are not.—A. Then they ought to be told because they feel that they are bound.

Q. They have been told that they are not bound by it. You mentioned that you would particularly urge that the farmer deliver to the elevator of his choice. The first thing he wants is to deliver his grain and get payments, and then he must deliver it in a way which will permit it to be sold at the highest price. A new system would have to be better than the present system and would have to be generally acceptable to the trade. We have had only one bill presented to us, which was by Mr. Argue, and I have had a great time pointing out the weaknesses in that bill. Can we not get another bill to poke at? We cannot draft it. It must be workable. In other words there