

*Provision of Moneys to CNR and Air Canada*

a member of this House of Commons. In dealing with problems of transportation this particular Wheat Pool committee said the following:

We also feel there is too much discrepancy in the allocation of box cars. The railways have a monopoly on the movement of grain to the Lakehead and the West Coast have a great deal to say in the final allocation of box cars. We feel that the railways are in no position to know at what elevators and how many cars should be spotted and should have no say in the final allocation.

The fact that when an embargo on the movement of grain was imposed last summer because the line elevators at the Lakehead were congested, the Pool terminals at the Lakehead had 12,500,000 bushels of space and the Pool terminal at Vancouver had 1,500,000 bushels space, seems an indication of poor allocation between companies. We suggest that the final allocation of cars be done by the Wheat Board, if possible.

Many farmers who would prefer to deliver to the Pool where they actually are members are forced to patronize companies not of their choice because their own elevators cannot get their rightful share of cars. We feel this situation contributed largely to the Saskatchewan Wheat Pool's operating loss this year. We believe a workable plan could be devised wherein each producer, when making application for his permit book, would indicate not only the shipping point he wishes to patronize but also the elevator company at that shipping point and that cars and shipping orders be allocated on this basis.

We also contend there is too much discrepancy in the allocation of cars between shipping points. We can see where this is possible toward the end of the year when trying to even up delivery quotas or due to grade preferences in orders. But, at the beginning of the crop year when all things are more or less equal, the discrepancy should not be great.

Here is an example on a 30 mile stretch of the CPR in our area—from McLean, Saskatchewan to Sinaluta, Saskatchewan—with five shipping points, for the period August 1st, 1969 to November 12th, 1969, (just over 1/4 year).

There were 529 permits with 181 cars received. At McLean there were 64 permit book holders and 11 cars were received. At Qu'Appelle there were 126 permits and 25 cars were received. At Winro there were 18 permits and no cars were received. At Indian Head there were 197 permit books and 106 cars were received. At Sinaluta there were 124 permits and 39 cars were received. The brief goes on to state:

We wish to point out that we do not begrudge any point the cars they have received. We wish only to point out the wide variation in distribution in an area with pretty much the same grades and grains. We also realize there would be some difference due to malting barley and flax shipments. But the differences should not be so great.

The railway admittedly does not like to spot cars at single elevator points like Winro. However, as they have a monopoly on moving the grain we believe they must be obliged to spot cars at these

points whether it is a paying proposition or not. We contend that it is largely because of this type of discrimination that this point has been reduced from around 40 permits and a 200,000 plus handling to 18 permits this year and a 70,000 handling last year.

Those were some of the comments by this one Wheat Pool committee. This brief sets out the situation very well. Comments of less length were made by some of the other Wheat Pool committees in their presentations to myself. For instance, the Qu'Appelle committee stated as follows:

We will require cars to finish off the present quotas as quickly as possible if we are to be able to get a one bushel quota this winter.

Since coming under the new block shipping system on November 6, I have received 7 cars and will get another 2 cars next week for 2 wheat.

The Indian Head Wheat Pool committee also had some very pertinent comments. It stated in its brief in respect of boxcar distribution:

During the 1968-69 crop year the Pool loaded 94 cars against 260 for all the line elevators at Indian Head. Gross receipts at the same time were 187,380 bushels for the pool and 522,000 bushels for the line elevators. Although our cars loaded against receipts showed up as equal, that is loading 2,000 bushels average in each car, our percentage of cars to orders were down badly. The CPR at this point always maintain they distributed cars according to the percentage of orders on hand. This is not so and is a controlling factor in our elevator receipts at this point.

For example, it indicates that for August, 1968 the Pool had seven orders and received two cars. The line elevator companies had eleven orders and received six cars. In September the Pool had nine orders and received five cars. The line elevators had 14 orders and received 14 cars. In November the Pool had twelve orders and received four cars. At the same time the line elevator companies had 25 orders and received 22 cars. In February of 1969 the Pool had 16 orders and received four cars while the line elevator companies had 12 orders and received nine cars. In March of 1969 the Pool had 19 orders and received seven cars while the line elevator companies had 28 orders and received 24 cars. The brief continues:

● (5:10 p.m.)

The balance of months were quite fair but our receipts could have been increased considerably if we had received the percentage of cars to orders. The Indian Head committee have complained numerous times over many years re the distribution of boxcars and the following resolution was passed at our annual meeting this year.

"That all permit holders be given the privilege through a ballot to designate the elevator of their choice for their deliveries, this ballot to be taken