

Department of Transport Act

point be spotted in the same proportion as that in which the shipping orders were allocated to that point.

Mr. Argue: It is never done.

Mr. Jutras: I beg the hon. member's pardon?

Mr. Argue: It is not done.

Mr. Jutras: Just a moment. I understand that this recommendation was passed on, that this instruction was given to the railways, and that the railways now are supposed to spot the cars in proportion to the shipping orders at a given point. Owing to the peculiar condition existing early last fall I must admit that there was actually no movement. No possible system of allocation or shipment could have been put into operation in the difficult conditions under which the wheat board and everybody else were operating last fall. There was little movement of grain; the only movement that was taking place last fall was that of grain to local millers. They demand a special type of grain and they demand that it be shipped at certain points, and naturally on special orders again from the wheat board to move it out. You could not allocate that movement in any equal way over the three western provinces at any given time. It was therefore a poor time to test any new system of allocation.

There is, I must say, some doubt in some people's minds as to whether this is being carried out. It is being carried out at many points, but there is some question as to whether it is being carried out effectively at some others. I am given to understand that they are working now, trying to arrive at a method of making this system enforceable at all given points. But again it is not an easy problem to solve. I do not think there is any concrete proof that it is not being administered at any given point. The trouble is that some have claimed that they were not in a position to know whether it was.

This seems to be the biggest criticism of all. Nobody seems to be in a position to be able to tell accurately whether or not cars are being spotted in that proportion, because one does not always know what kind of orders the other man has. Sometimes people can claim they have when they have not, and so on. But I understand a system is being worked out that will probably work satisfactorily for all concerned. However, that is the system under which we are operating at the moment and have been operating for the last year. If cars are spotted in proportion to the shipping orders I do not see how you could get a better way of dealing with the situation under present conditions.

[Mr. Jutras.]

Mr. Bryson: Is the hon. member suggesting that the wheat board tells the railways where to spot cars, and how many, if they have orders for grain at any given point? Is that the implication?

Mr. Jutras: That is in effect the implication of the recommendation. They would have to tell them where to spot the cars. They give them a record of the shipping orders, and the railways are supposed to spot cars proportionately.

Mr. Bryson: The point is that it is on the advice of the wheat board, as I gather from your remarks. It is on the advice of the wheat board that the railway move cars to the shipping point.

Mr. Jutras: That is right.

Mr. Bryson: I do not want to pursue this subject any longer than is necessary, but as this debate continues it seems the question is getting more and more involved and confused. I can appreciate the minister's position when we are discussing things relating to the operations of the Canadian wheat board. The only reason I rise at this point is to try once again to get some clear and forthright statement from the minister as to just what are the duties of the transport controller in so far as the allocation of box cars is concerned.

This question is not only confused in the minds of a great many members here today, but there is a great deal of confusion in the minds of, say, the members of the Saskatchewan wheat pool. I should like to quote their view on the allocation of box cars. I have not a transcript of it, but I have checked the statement I have against the transcript and it is substantially correct. I should like to point out that in giving this evidence, not only were the wheat pool officials at this meeting of the select committee of the Saskatchewan legislature but Mr. Milner himself was there and also gave evidence. The Saskatchewan wheat pools believe this is the way box cars are allocated:

The Canadian wheat board allocated box cars—

That is substantially what the hon. member for Provencher, just said.

—to elevator companies on the basis of some secret formula. Mr. Gibbins said, "We have been unable to find out what the formula is so we don't know what percentage of cars the pool gets."

Incidentally, Mr. Gibbins is the second vice-president of the Saskatchewan wheat pool. At the very same hearing at which the second vice-president of the Saskatchewan wheat pool made this statement, Mr. Milner was present. A few moments ago I gathered from the minister, and I certainly do not