

During the two years up to mid-November, 1943, purchases of wheat by countries included:

Country	Bushels
	Wheat and Flour
United Kingdom.....	299,700,000
United States.....	43,500,000
Soviet Union (under Canadian-Soviet credit agreement)....	6,469,775
West Indies and British Guiana.....	11,500,000
Newfoundland.....	3,400,000
	<u>Wheat</u>
Portugal and colonies.....	23,200,000
Eire.....	7,600,000
Switzerland, via Genoa.....	6,700,000
Spain.....	1,400,000

The latest estimate of 1943 wheat production is 293,704,000 bushels, compared with the 1942 production of 556,121,000 bushels. In recent years there has been a substantial reduction in the wheat acreage under the wheat acreage reduction policy and an increase in the acreage of feed grains which have been required for increased livestock production. The yield per acre of wheat and feed grains was smaller in 1943 than 1942 as a result of the unfavorable weather conditions.

As there was a record carry-over of 601,500,000 bushels of wheat when the present crop year opened on August 1, 1943, the 1944 objective for the acreage sown to wheat, 17,500,000 acres, shows no change from 1943. Because the price for wheat is higher, however, an increase in acreage is possible.

Canadian wheat is now being sold on world markets by the Canadian Wheat Board for prices up toward \$1.50. The initial price paid by the Board is now \$1.25 a bushel. Every farmer who delivers wheat under the present government program is given a participation certificate which entitled him to the earnings of the wheat which is delivered to the markets of the world.

Marketing of wheat in western Canada in the year ended July 31, 1943, was restricted to 15 bushels an authorized acre, to bring deliveries up to the authorized marketing level of 280,000,000 bushels.

On February 3, 1944 Minister of Trade and Commerce Hon. J.A. MacKinnon announced that the Canadian Wheat Board regulations were being amended to permit the delivery of 18 bushels of wheat per authorized acre during the present crop year.

TRANSPORTATION OF GRAIN

Canada is a country of great distances and one of the most difficult problems which Canadian food producers have had to face during wartime is that of transportation. For example, the United States wishes to buy parts of the Canadian wheat and feed grain surpluses, and Canada has been willing to sell, but a lack of transportation has held up the movement of these grains. Transportation systems cannot be built up overnight and especially not in wartime. During this war the factories which manufacture rolling stock for Canadian railways have been turned over to the production of tanks. Factories which produced steel rails during the war have turned to other forms of munitions and since 1939 the volume of traffic moving over Canadian rails has been increasing steadily. In 1942, the last year in which figures are available, the two principal railways carried 119,517,000 tons of freight. This was an increase of 48,468,000 tons or 68% more than that carried in 1938, the last full year of peace-time activity. This increase is wholly attributable to the war. While final data have not been compiled for 1943 operations, preliminary reports indicate that the activities of both the great Canadian railroad systems reached the highest peak in history last year.

Mr. Mark Upson, director of the U.S. War Food Administration, Transportation Division, described the situation succinctly when he told a meeting of the Lower Lakes Grain Committee on February 4, 1944, "no one knows how much grain will be moved down the lakes...We are trying to get every bushel of wheat we can from Canada....The bottleneck in 1944 lies in the amount of grain Canada can move to the lake heads."