

The other question is what is the difference between our set-up and the United Grain Growers. In our set-up in Manitoba there are 211 locally incorporated associations under the Manitoba statutes. They are federated, voluntarily federated, for accounting and management purposes, and the operation of the terminals. We do the accounting for the individual unit. The success of the unit depends first on the patronage which may be given to it and secondly on the general supervision which the local board may give and the type of management. Although we may have one and a half million patronage dividends, one association may get up to 4 or 5 cents a bushel and another association as little as  $\frac{1}{4}$  of a cent or nothing. We have had certain ones in certain years in the red. Ours is on the local unit basis and the other pools or U.G.G. are on a flat rate across the board.

Mr. GOUR: I have been 10 years in the House, 14 sessions, and I have seen clever business people try to get business. But politics comes into the picture. Men talk about the farmers getting the delivery of their grain to the elevator of their choice; they blame the government because farmers cannot get their grain delivered where they wish. I do not see the use of having a lawyer come here because we are intelligent people. But each group of elevators wants more business. If we get lawyers each one will bring his own lawyer to defend his case and we will sit here for three years.

*By Mr. Dinsdale:*

Q. Chairman, I am interested in the local surveys at these sample points. Has there been any attempt to allocate boxcars on the results of the surveys, either by the pools or by referring the results of the surveys to the railways?—A. There has been an attempt because the evidence revealed in the survey has been made, by the local board either in person or through registered mail, and we found it was necessary in one case to register it in order to get an answer to it. It went to the local railway agent at the point, and in turn he sent it to the head office at Winnipeg and it finally arrived at Montreal. The local has attempted to persuade the railway agent to do it in that way. The result has been quite negative.

Q. Any information I get from the prairies is merely hearsay, but I did have some information that it has been a success in certain instances.—A. I think that the local railway agents living in the community were quite aware of the feeling even before they had the evidence placed before them. Many railway agents are disposed to try to recognize the farmer's wishes. If he is left alone generally he will try to do it. If the opposition puts on pressure the poor little fellow is confused. If he asks for a ruling he would get what I quoted this morning. I say again that only at specific places have they stood on the one car one elevator, which proves my point that the railways may exercise considerable discretion. Sure, at some places we are getting 60 to 70 per cent of the cars over another company, whereas at another place it would be one car one elevator.

Q. Under any system of allocation do the various companies concerned make a definite attempt to distribute the box-cars more equitably? I took it from your statement that that is not the case in Manitoba?—A. All I said this morning was that under the present allocation of shipping orders there is no evidence that the Wheat Board has any more sympathy for the Manitoba Wheat Pool than they had last year or the year before. I take it that they think we have enough business. I do not have any idea what their formula is. Our percentage of cars up until May 18, was less than the percentage of deliveries during the same period.

Q. You do not try to allocate the cars to various points?—A. Yes, we do always. If I were under oath I would have to tell you, Mr. Dinsdale, that the