

Mr. MILNER: We hope not.

Mr. FAIR: While dealing with that, Mr. Chairman, I might bring to Mr. Milner's attention another thing. We had a particular district, a section where a train comes in on Thursday of each week, and that is the last train till the next week, again on the same day. At Rivercourse they have only two elevators there and they were getting many more cars than they could use, while other points, such as McLaughlin and Paradise Valley at the end of the line did not get sufficient cars. I wrote quite a few letters about it. Somebody got them and I expect that things are different there now, but that condition should not be allowed to exist. I understand the elevator agent in Rivercourse protested to the conductor of the freight train, but the conductor said you are going to get them, whether you like it or not, with the result that these cars could not be used, while the other elevators were waiting for them.

Mr. MILNER: If you had talked to the dispatcher or to the superintendent, that condition would be straightened out. It might happen. Do you think it is fixed now?

Mr. FAIR: I hope so. I have had no complaints recently.

Mr. MILNER: I can put it on the agenda with the rest of them.

The CHAIRMAN: Any other comments on the car order book?

Carried.

Shall we go to Supplementary Storage?

The WITNESS:

SUPPLEMENTARY STORAGE

In order to relieve the storage and transportation situation, Order-in-Council P.C. 5122 dated September 26, 1951, authorized the Board to permit the use by country elevator licensees of suitable supplementary "offsite" or special annex storage space for the warehousing of wheat under regulation by the Board.

The issuance of licences for storage of this type was restricted to warehouses meeting certain structural specifications, subject to inspection and approval by Board officials.

Owing to the difficulty of storage due to the excessive moisture condition of the 1951 crop, fewer applications for special storage licences were received by the Board than was originally anticipated. By December 31, 1951, only thirty-eight (38) applications for this type of licence had been filed with the Board, and thirty-one (31) supplementary storage licences issued for a total warehousing space of 678,700 bushels.

That is largely self-explanatory.

The CHAIRMAN: I would like to ask a question here of Mr. McKenzie. Would you suggest or say that under present harvesting conditions that greater storage space—and extra drying facilities would be of benefit to the farmers in western Canada and in particular northwestern Saskatchewan?

The WITNESS: Well, I would not give you a hasty decision on that at all. I think there is a lot to be considered in doing it. For instance, it is true we have had a very serious situation in the west in the last two years, but it is also true that for 20 years previously we had no drying problem, and the same is also very true that the least expensive position in which to dry grain is in the terminal elevator. Now, whether or not additional drying facilities should be established at different points in the country involves, first of all, I would suggest, heavy capital expenditures and it means an interruption to the flow of the grain. These are all features that would have to be considered before I would say yes or no.