

Mr. VALLANCE: I would not say that from the information that this board has now available that over 50 per cent of all your grain is handled through one concern now with all the disadvantages, if they are that, which I am not arguing. Suppose that what you are contending now were to take place. Your supposition is that we would raise that from 50 per cent to 80 per cent.

Mr. WRIGHT: I am not supposing anything. I am just putting forward a case.

Mr. VALLANCE: Let us take a car alone. How many farmers under the quota can ship a carload through any one elevator at any one time? Let us be honest about it.

Mr. WRIGHT: That is just the point. Under the car order book you have to have a carload of grain. Under this system you do not need to have a carload, it is allocated to the elevator. Some people say that under that system one elevator might have five or six cars on a certain day, while another may only have one, but it is not impossible to do, to lay off five or six cars overnight at one elevator and have them loaded available for the train when it comes back on this branch line the next day, in the afternoon perhaps, and picks up loaded cars. I am quite confident, at least it works out in our area, that all the cars that would normally be left at any one point could be loaded without undue delay under a system such as I am suggesting, and it seems entirely unfair to me that I may be a pool member or otherwise, but personally I belong to the pool—but if I have facilities there I should be able to use them, and if this fellow does not want to use those facilities he should have that opportunity. Some reasonable preference should be given to the farmer as far as his wishes are concerned.

Mr. VALLANCE: The basis of the car order book was never intended for that purpose, not to pay tribute to any one elevator, even by the farmer. If the farmer wants to put it through one elevator, he can do that.

Mr. WRIGHT: He can do it under the car order book, but it is becoming obsolete because of the quotas.

Mr. QUELCH: I think that there are a lot more cars allotted under the car order book than the capacity of the elevator.

Mr. VALLANCE: No, the car order book at every station sets out very definitely the orders that a car will be placed in the order of the names on the car order book.

Mr. QUELCH: I say the number of cars that are allotted to an elevator do not agree with the car order book. I know of several cases where a certain elevator has been blocked and another elevator has room in it, and yet the same number of cars are dropped off at the blocked elevator as are dropped off at the elevator with room. You would think the logical thing would be to send cars to the elevators that are blocked.

Mr. VALLANCE: If that is so, that is the reason the car order book was discontinued.

Mr. QUELCH: I am not complaining of the car order book, but I know there were two or three instances last fall where the pool elevator was full and farmers wanted to haul their wheat and some of the other elevators were not full, and they got as many cars. The cars should be allocated according to need.

The WITNESS: There was another consideration in the last few years and that was the preference orders of the Wheat Board. They demanded that grain of a certain quota or condition had to be moved out first, and those cars had to be set out wherever this grain was.

Mr. WRIGHT: And that condition is not likely to be a continuing condition?