

is no such thing as having to walk down to the end of the gangway and close the elevator door before you can weigh the load of grain because the wind is blowing through and the beam is going up and down like this. You still have that old beam with the old weight on it, and you walk up and down until you get a place where it balances. This type of scale is for the birds! You can weigh grain today with the human hand never touching it. Not only do you weigh it, but the weight is imprinted on the storage or cash ticket without the individual having to write it out by hand. I will refer to that again a little later on.

Not only have you automatic scales, but also automatic moisture testers, automatic dockage machines, automatic graders, automatic computers, automatic cheque writers so much so that one man and a helper are able to handle a million-bushel house rather than a house of 30,000, 50,000, 75,000 or 150,000 bushels.

I have in my hand a grain ticket. Not many people in eastern Canada have ever seen one. I attempted to have one cashed at a bank in Ottawa one day and they did not know what it was. However, they finally accepted it.

Hon. Mr. Baird: Is that coloured green?

Hon. Mr. McDonald: No. The colour of the original is white; but this is a copy. This is supplied by the Canadian Wheat Board, and it is virtually the same type of ticket as the first I ever received for a load of grain and as my father ever received. I will return to the subject matter of the ticket a little later.

In the first place, when you deliver a load of grain to a country elevator it is very seldom that the agent brings the storage or cash book out and makes out the ticket. It is so cold, windy and drafty, dusty and dirty in the gangway that he generally has an old calendar sheet from last year and he puts the particulars down on that as he weighs the grain, docks it, weighs the empty wagon, and so on. Then he takes you into his office and starts to fill this ticket out.

In the first column you have "gross weight." Of course he has to take this off the scales, put it down on the calendar pad and take it to the office. He puts down the gross weight in longhand, weighs the vehicle after the grain has been dumped out, and puts that in, and then subtracts one from the other in his head. Then if you want the grain cleaned, he takes out the screenings and cleanings and deducts those. Then you have the gross

weight after cleaning. Then he takes out shrinkage, all by hand, and enters the gross weight to account for it.

That is not the end of it. He transfers that over on to the other half of the ticket, but before doing that he writes in the name of the station and the Canadian Wheat Board number, the date, type of grain—all by hand. Then he puts your name in; he puts your producers permit book number in by hand; he puts your address in by hand. Then all these figures that he has put down he reproduces again in writing. Then he has a further calculation to make when he gets the total weight of grain, grade, price per bushel—and they do have a calculator to do this—the value. Then he deducts the P.F.A.A. deductions and enters on the cheque the final amount that you are entitled to—all in longhand. Then he signs it, and if you belong to a co-operative he writes your co-operative number in. If you are a tenant he writes the landlord's name in. In the meantime you smoke two cigarettes, drink a cup of coffee and have a very enjoyable afternoon.

Surely, we are part of a different society, one that cannot afford this outmoded system? One of the reasons we have this type of system is because every time the grain-handling companies get into a financial squeeze they can come to Ottawa and make application for an increase either in handling or in storage charges. They do not often get what they ask for, but quite often they get an increase, and sometimes they are adjusted because of particular conditions prevalent at that time.

This can all be done by machine today, and the cost of handling a hundred or a million bushels of grain in my humble opinion could be much less than it is. But it cannot be less unless we have a drastic change in our country elevator system.

My figures are ten years old now, but in 1956 I made a survey of the total amount of grain handled by the country elevator system in Saskatchewan, and of the amount of grain that was handled on the average by each elevator. Ten years ago there were, in round figures, 300 bushels a day entering and leaving the average country elevator in Saskatchewan. I can carry 300 bushels in a pail from a wagon to the top of an elevator, and do away with all the rest. But this is foolishness, and it is foolish to have a country elevator system where your average handlings for a 200-work day a year are 300