

TRANSPORTATION

The facilities of the emergency grain transportation committee were used throughout the crop year 1945-1946 in co-ordinating transportation in Canada with transportation problems as they developed. Transportation available for the movement of grain, including railways and lake vessels, was adequate throughout the crop year. During the fall months of 1945 it was not only possible to provide exceedingly large stocks of wheat at seaboard but, in addition, over 90 million bushels of wheat were in eastern storage positions at the close of navigation on the great lakes. The westward movement of wheat from Alberta kept well ahead of arriving ocean tonnage until late in the crop year.

In the final quarter of the crop year availability of stocks of grain became a limiting factor and it was not possible to use the volume of transportation which would otherwise have been available. Taking the crop year as a whole, transportation facilities in Canada geared themselves very closely with the domestic and export requirements. Particular reference should be made to the work of the railways in western Canada in reducing country elevator stocks to 11.2 million bushels on July 31, 1946, with a substantial part of these stocks either held for mills or in unshippable quantities.

DELIVERY QUOTAS

As a result of country elevator space available at the start of 1945-46 and the rapid movement of wheat to seaboard, it was possible to increase delivery quotas quickly. The initial wheat quota was established at 5 bushels per authorized acre, but the board immediately increased delivery quotas at local delivery points in accordance with space available. On September 6, 1945, a general wheat delivery quota of 14 bushels per authorized acre was established throughout western Canada. On October 4, 1945, the Honourable J. A. Mackinnon, Minister of Trade and Commerce, announced in the House of Commons that the 14-bushel limitation on marketings was being removed for the crop year 1945-46. On the following day the board announced an "open" delivery quota on wheat at all delivery points in the western division, effective until July 31, 1946.

In order to assist in meeting the demand for feed grains, the board extended the "open" delivery quota on oats and barley in effect on July 31, 1945 to August 31, 1945. On August 30th the Board announced an "open" delivery quota on barley for the balance of 1945-46. At the same time the "open" delivery quota on oats was extended to September 14, 1945. On September 13th the board announced that the initial 1945-46 delivery quota on oats would become effective on September 17th and would be established at 5 bushels per seeded acre. At the same time it was pointed out that some restriction had to be maintained on oats in order to facilitate the rapid movement of wheat to the lakehead and to the west coast during the early part of the marketing year. On December 27, 1945, a 10-bushel delivery quota became effective in respect to oats. On December 31st an "open" delivery quota was established for oats except at a few delivery points where the quota of 15 bushels per seeded acre was maintained for a short period. The delivery quotas in respect to oats were completely open on February 11, 1946.

At the commencement of the crop year the board announced that delivery quotas would not be established for 1945-46 in respect to flax or rye.

PACIFIC COAST

In 1945-46 there was a large movement of western wheat for export via Pacific coast ports. Wheat shipments from Pacific coast ports amounted to 69.5 million bushels as compared with 12.2 million bushels in 1944-45. The