

not, as it happens, delivered grain to the line elevator company at Kayville. But that gives a ratio of 2 to 1 on these figures of handlings, even part of them in a congested period. This is a very good example of the reason why farmers and some of the members of this committee, at any rate, are pressing for some different method of box car distribution. We have heard from Mr. Milner and we have heard from others, and there have been changes in the formula, but very often it is "one box car to each elevator". Sometimes it is a percentage of the stocks on hand related to the capacity and so on of the various companies, and the percentage is arrived at on that basis, but nevertheless, no matter whether it is a method being used at the moment or one that was used two or three months ago, it certainly results, at a point like the point where I live, at which there is some other method of box car distribution, in farmers believing—and I think they have every right to believe—that they are not allowed to deliver to the elevator of their own choice, as they should. I am not too well acquainted with this, but for Mr. Lamont's information, and I give him the information for what it is worth, during some of these years, I would not say the car order book was not in effect, but an arrangement was made, as I understand it, between the McCabe elevator agent and the pool elevator agent as to what they thought was the best kind of a car distribution that could be worked at that time. It was done on this basis, as I was told, at least, by the pool agent. Probably McCabe and the pool agent thought that if the box car distribution was made in any other way it might get down to 50, where it was 80 before. They made an arbitrary arrangement among themselves—I do not know if you have heard of this before, but that is what they told me—to make it 60-40, or something like that. There are factors like that. My general statement of 85 per cent might have been too high, but I think it is substantially correct, and I think even the figures, that Mr. Lamont has given us bear out my contention that farmers on the present basis of box car distribution are not able in any way to deliver to the elevator of their own choice, and it is an inequity that should be corrected.

The CHAIRMAN: Are there any other questions? Could we not dispose of the witness now? It might be difficult to meet this afternoon, and we will have to hold him over till tomorrow.

Mr. ARGUE: It has been a one-sided brief so far.

Mr. CASTLEDEN: We have not had any opportunity to ask questions as yet.

The CHAIRMAN: I am putting the question now to you and it is up to the committee to decide.

Mr. ARGUE: Maybe we could finish in 40 minutes.

The CHAIRMAN: Unless we can sit this evening.

Mr. BLACKMORE: Would the committee seriously object to meeting next week? I understand that Mr. Lamont said he would be willing to stay over.

The CHAIRMAN: I hate to keep Mr. Lamont here over the week-end.

Mr. JOHNSON (*Kindersley*): We could sit for half an hour and see what happens at that time. I think that we should make an effort to accommodate the witness as much as possible.

Mr. STUDER: Is Mr. Lamont the last witness?

The CHAIRMAN: Yes. That is entirely in the hands of the committee as to what you prefer to do. Would you prefer to come back this evening? Is that agreed?

Agreed.