

The CHAIRMAN: Are there any questions you would like to direct to Mr. Milner on the car order book?

*By Mr. Ward:*

Q. What was the real reason for suspending it?—A. It is given there in the report.

Q. That was the reason?—A. Yes.

Mr. FAIR: We were informed yesterday that the car order suspension will be done away with at the end of next month.

Mr. VALLANCE: That is the hope.

Mr. WRIGHT: My observation is that the car order book is becoming more difficult to operate because of our quota system in the west, and there has been a suggestion advanced to me, which I think will come up at the next annual pool meeting, that perhaps there is another way in which we can get a fairer distribution of cars other than the use of the car order book. The suggestion is that the farmer has, as we all know, the permit book for delivery, and that a month before the season opens, when those permit books are issued to the farmer he writes in his acreage in the permit book, that he then writes into the permit book his preference with regard to delivery, that is, to what elevator he would like to deliver his grain at a particular point. He may make a choice to send it to the pool elevator or he may not. He may want to deliver it to some other elevator, and that allocation of cars at that particular point should be in accordance with the choices made by the farmers at that point. With regard to the elevator at which he prefers to deliver his grain, it would appear to me that that is a reasonable suggestion. I do not know whether you people would have any comments on it, but I would like to have your opinion on it as to whether you believe that would be a feasible and a reasonable suggestion.

Mr. VALLANCE: I would either suggest to you that it would be either reasonable or probable that it should be done. I think you have to go back to the origin of the car order book. Elevator companies were not considered in the original setting up of the car order book, and are not now any more than when a farmer makes his preference he sets out on his application where he wants the car placed. What you are saying now, Mr. Wright, is that if you and I want to deliver all our grain to the pool and as a result of the Wrights and the Vallances expressing a preference for the pool at any given point that the pool would handle 75 per cent, so that 75 per cent of the cars would go to the pool elevator. That is what you are contending?

Mr. WRIGHT: That is right, that the choice of the individual farmer as to delivery be taken into consideration. The farmer sets out in his own book just as if he went and put his name on the car order book. Instead of putting his name on the car order book he puts his choice as to the elevator in the permit book.

Mr. VALLANCE: Let us look at it from a practical standpoint. Suppose you and I decided to put it into the pool and suppose the pool elevator becomes blocked because of the condition that might exist or has existed in the past, because we stated on our quota because we wanted to do it that way. You might have four or five elevators there into which you could not put your grain. Is that desirable? I am not arguing now, it is just stating the facts.

Mr. WRIGHT: It is not desirable, but I do think when the elevators are filled then the farmer should have a choice of delivering to the elevators at which he feels he would like to deliver, and I think that under this system your elevators would be filled. I do not think there is any point where one hundred per cent of the farmers are going to register as wishing to deliver to the pool. You are talking of a theoretical possibility, which is not likely to arise.