

Oats and Barley Equalization Funds.—Equalization fees on oats were assessed by the Board commencing Apr. 19, and as at July 31 the equalization fund on oats amounted to \$1,165,053. This fund, less payment costs and P.F.A.A. levy, was paid out on oats deliveries between Apr. 1, 1943, and July 31, 1943, amounting to 46,555,288 bushels; the per-bushel payment from the fund was 2·4 cents.

The comparative price situation in Canada and the United States did not warrant the assessing of equalization fees on barley until May 28, 1943. As at July 31, 1943 the equalization fund on barley amounted to \$481,061. This fund, less payment costs and the P.F.A.A. levy, was paid out on barley deliveries between Apr. 1, 1943, and July 31, 1943, amounting to 31,541,219 bushels; the per-bushel payment from the fund was 1·43 cents.

Special Accounts.—Special Account (Wheat) P.C. 1803 (see p. 785) showed a surplus of \$1,990,310 as at July 31, 1943.

Special Account (Flaxseed) P.C. 1800 (see p. 785) showed a deficit of \$1,978,308 as at the same date.

Price Ceilings.—The Board acted as Administrator of ceiling prices on whole grains for Western Canada on behalf of the Wartime Prices and Trade Board.

Delivery Quotas.—Administration of delivery quotas during 1942-43 reflected the following factors. In the first place, wheat marketings had to be restricted to 280,000,000 bushels under the 1942-43 grain program. Secondly, the record production of coarse grains yielded large marketable surpluses which had to be moved in the face of limited storage and transportation available. Thirdly, an urgent demand for feed supplies arose early in the crop year and quotas had to be adjusted to facilitate the transportation of these grains. The extent of the problem is indicated by the fact that, while at the beginning of the crop year space available in country elevators was about 120,000,000 bushels, total marketings of all grains and flaxseed for the crop year amounted to over 500,000,000 bushels.

Transportation.—The fall shipping program was designed to move sufficient feed grains to the Lakehead to meet current demand and to build up a reserve for movement eastward during the winter months. In order that available transportation might be utilized most effectively, the Board assumed control of the allocation of grain cars in the West on Oct. 15, 1942. Despite the Board's efforts to move a large volume of feed grains in the autumn months, the demand in the East was so great that a continuous shipping preference had to be maintained during the winter months and prior to the opening of navigation. In the winter months carloadings fell to lower than expected levels, with the result that delivery quotas could not be increased as quickly as desired and the movement of wheat had to be restricted in preference to coarse grains. In the spring and summer months a heavy movement of grain took place, making it possible for farmers to deliver 15 bushels of wheat per authorized acre throughout the West. However, the crop year ended with very little space available in country elevators to take care of new crop deliveries.

THE CROP YEAR, 1943-44

Summary

While the world supply of wheat was adequate in 1943-44, transportation and shipping placed definite limits upon the volume that could be moved into export trade from surplus areas. In order to secure an equitable distribution of