

necessity of controlling carloadings in order that a broad demand for wheat, oats, barley and flax could be met, and that shipments of each grain to terminal markets be made in proper relationship to current demand.

The physical problem of providing adequate transportation in 1943-44 received the prompt attention of the Transport Controller and the railroads. Transportation available for the movement of grain was practically doubled in 1943-44 as compared with 1942-43. It was this shipping record on the part of the railways which provided the basis of the record commercial disappearance of grains in 1943-44 and which, at the same time, created over 100,000,000 bushels in available country elevator space within the crop year.

During the greater part of the crop year, it was necessary for the Board to control carloadings between various grains at country points. There was an exceptional demand for all types of grain throughout the crop year, consequently, it was necessary to maintain carloadings at country points in proper relationship to the over-all demand. Within the crop year it was necessary from time to time to preference the shipment of feed grains to meet emergency demands, and at other times, most cars had to be used for the movement of wheat.

Changes in Personnel

In December, 1944, C. Gordon Smith resigned as Assistant Chief Commissioner of the Board, D. A. Kane was appointed Assistant Chief Commissioner to succeed Mr. Smith, and C. E. Hunting was appointed to fill the vacancy on the Board.

In June, 1943, W. C. McNamara, the Board's Supervisor of Transportation, was appointed the Board's representative in Washington, D.C. Large sales of Canadian grain to the United States, and the concentration of wartime activities in connection with grains in Washington, D.C., made it advisable for the Board to have a representative in that City. In addition to representing the Board, W. C. McNamara represented Canada on the Cereal Committee of the Combined Food Board, and assisted in the work of that Committee.

THE CROP YEAR, 1944-45

Summary

The Board continued throughout the crop year of 1944-45 to administer a broad program relating to wheat, coarse grains and oilseeds, the major outlines of which remained substantially unchanged from the program of the preceding crop year.

Within the framework of this policy, there were significant changes in the marketing and transportation problems dealt with by the Board. In the preceding crop year there was a very heavy movement of western grains to the United States and to Eastern Canada for feed purposes. In 1944-45 wheat import requirements of the United States were greatly reduced and the movement of feed grains and low-grade wheat to Eastern Canada was somewhat smaller. The predominant movement of wheat in 1944-45 was eastward through Atlantic ports to the United Kingdom, Continental Europe and the Mediterranean area. As a consequence, a very high percentage of grain shipped from country elevators passed through Fort William and Port Arthur, and through intervening facilities to the Atlantic seaboard. Shipments to and from the Lakehead reached the highest levels in the history of the Canadian grain trade. This record and highly concentrated movement was not accomplished without recurring problems in respect to transportation and the maximum use of elevators and available port capacities.