

**Transportation.**—The facilities of the Emergency Grain Transportation Committee were used throughout the crop year 1945-46 in co-ordinating transportation in Canada with transportation problems as they were developed. Transportation available for the movement of grain, including railways and lake vessels, was adequate throughout the crop year. During the autumn of 1945 it was not only possible to provide exceedingly large stocks of wheat at seaboard but, in addition, over 90,000,000 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 and the co-operation of the elevator companies in reducing country elevator stocks to 11,200,000 bushels on July 31, 1946, with a substantial part of these stocks either held for mills or in unshippable quantities.

### Changes in Personnel

In September, 1945, D. A. Kane resigned as Assistant Chief Commissioner, C. E. Huntting, Commissioner, was appointed Assistant Chief Commissioner, and W. C. McNamara was appointed to the vacancy on the Board. Mr. Kane remained with the Board as Western Representative, with headquarters in Vancouver.

## THE CROP YEAR, 1946-47

### Summary

Owing to the improved crops in Europe, the food problem of 1946-47 will be serious but less severe than in 1945-46. The gains in grain production in Europe are, in part, offset by substantial reductions in the volume of wheat available for export during the present crop year from Canada and the United States. Some time must yet elapse before many millions of people will feel secure in regard to food supplies. While world wheat production in 1946 was running very close to pre-war levels, for the second successive year it was "touch and go" for many countries during the winter months and during the critical period of March, April, May and June of 1947. There were no sizeable stocks of wheat anywhere in the world to cushion the transition between the crop years 1945-46 and 1946-47, due in part, to the fact that a great international effort was made in 1945-46 to relieve hunger. This effort left reserves in both importing and exporting countries at dangerously low levels, and crops harvested in 1946 commenced to go into consumption as soon as they became available.

### The 1946-47 Grain Program

**Wheat.**—On July 30, 1946, the Hon. James A. MacKinnon, Minister of Trade and Commerce, made the following statement in the House of Commons:—

"As the House has been advised, the Government's attention has been directed for some time to the question of wheat policy for Western Canada. The United Kingdom-Canada wheat contract signed on July 24 and announced to the House on July 25 is an important element in the new policy for western wheat producers that I now wish to describe. The contract establishes a market for a considerable proportion of the next four western wheat crops, with underlying price guarantees. This factor, along with the continued shortage of foodstuffs and the high prices of competing wheats, makes it possible to deal more generously with the wheat pro-