

**The Canadian Wheat Board.\***—The Canadian Wheat Board was established under the Canadian Wheat Board Act of 1935 for the purpose of “the marketing in an orderly manner, in interprovincial and export trade, of grain grown in Canada”. The Board was at first a voluntary Board, that is, farmers had the option of marketing their wheat through it or through the private grain trade. In 1943, under the War Measures Act, the Board was made a compulsory Board, and all wheat going into commercial channels was required to be marketed through it. At the end of the War, the Transitional Powers Act continued the Board as the sole marketing agency for wheat until 1947 when the Canadian Wheat Board Act was amended. The major wartime powers of the Board were continued in the 1947 Act. It is under provisions of this 1947 legislation (RSC 1952, c. 44 and amendments) that the Board is operating today.

The Canadian Wheat Board accomplishes its objective of orderly marketing of grain through regulation and agreement. It owns no grain handling facilities but, by entering into agreements with the owners of these facilities, it attempts to bring about an orderly flow of grain through each of the steps involved in merchandising the grain from the producer to the domestic or overseas buyer.

In the selling of wheat, the Board utilizes the services of shippers and exporters. In its sales operations, the Board endeavours to meet the wishes of overseas buyers and, on occasion, enters into direct contracts. When an exporter completes an export sale, in his capacity as an agent of the Board, he is responsible for the transaction; he completes the transaction with the buyer and settles with the Board for the purchase of the wheat from the Board.

When the commercial storage facilities are inadequate to handle all the grain produced, it is necessary for the Board to regulate the flow of grain from the producer to these forward positions. The first step is accomplished by the use of producer's delivery permits issued annually by the Canadian Wheat Board. Every delivery of grain made to country elevators by a producer is entered in his permit book. By regulating the amount of grain delivered by the producer to the country elevator by the use of a quota system, and by apportioning shipping orders to country elevators according to the needs created by sales commitments, the Wheat Board regulates the amount of grain coming into the marketing channel.

The next step is the handling of the grain by the country elevator. The maximum charges for the handling and storing of the grain are set by the Board of Grain Commissioners, but the actual charges are subject to negotiation between the elevator companies and the Wheat Board.

The third step in the marketing process—transporting the grain from the country elevators to the large terminal elevators in Eastern Canada, Churchill or the West Coast—is carried out by the railways. The Wheat Board determines the kinds and grades of grain that are required at the different terminal destinations to meet its sales commitments and informs the elevator companies and the railways of these needs. The maximum tariffs are set by an agreement between the railways and the Federal Government.

The fourth major step—storing and handling of the grain at terminal elevators—is done in privately or co-operatively owned elevators. Maximum charges are established for this service by the Board of Grain Commissioners.

In the case of oats and barley, the Board's operations are less extensive than those relating to wheat. These two grains are sold in store positions at the terminal elevators at Fort William—Port Arthur and Vancouver. Oats and barley are marketed either on a straight cash basis at prices quoted daily by the Board or on the basis of exchange of futures concluded through the facilities of the Winnipeg Grain Exchange. The Board

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