

*By Mr. Golding:*

Q. But we should clear this up definitely. The conversation that you had with Mr. Reid, which you seem to think was about a week ago, had nothing at all to do with the letter you sent out on March 15th? Is that not right?—A. I did not even know this letter had gone out until I started to investigate the thing yesterday to find the answer for Mr. Reid. When I came to investigate and consult with the officers of the Corporation responsible for this type of operation I then found that this letter of instructions had been written on March 15th.

*By Mr. Reid:*

Q. What is the date of the information you gave us this morning? When did you receive that information from Vancouver that there was close co-operation between your department and the officials of the air force, that that is now in effect?—A. I got that information in a discussion with the R.C.A.F. yesterday.

Mr. REID: Then there may be no more difficulty because when I made the charge to Mr. Berry I was speaking of something which I had witnessed on the two dates given. Now Mr. Berry comes forward and tells us that his information as of yesterday is that there is close co-operation between them. There may be. I would not be foolish enough to argue because I do not know, but I am warning the committee and Mr. Berry that I will certainly see if it is so when I go back at Easter.

Mr. BRADETTE: Apparently the strongest part of the argument of Mr. Reid is that he believes and he found out when he was on the ground there in Vancouver that there was no check-off.

The CHAIRMAN: Right.

Mr. BRADETTE: I should like Mr. Reid to elaborate as to what he bases his argument on to that effect because surely it would be possible for the R.C.A.F. and the War Assets Corporation with the officers they have to be aware of what was going on and whether there was a certain amount of stuff in the warehouse. There should have been some check-up at some time somewhere.

Mr. REID: I will tell you what I base my argument on. It is this. In speaking to Major Montgomery—and I do not want to bring the names of officials into it or cast any reflection because I go to them for information—my information was when they started to dispose of the Boeing aircraft plant the officials of the department out there immediately put guards on the plant and put in men to check over all machines in that great Boeing aircraft plant. Then when it came to the case of Boundary Bay I wanted to know if a check-off was taking place at Boundary Bay and he said “no”. He said, “We have no information on Boundary Bay”. People were looking at the great quantities of material that were going to Boundary Bay and were asking War Assets Corporation and myself as member why they could not purchase some of that material. As I say, when I investigated I found thousands of articles such as chairs, tables and beds. Naturally I went further and went to War Assets Corporation in Vancouver. I thought the official to ask was Major Montgomery, the head manager in charge, that he would have some information, because he had information on the Boeing plant and all the other plants in which they were taking inventory. I understood from him, and I understood from Mr. Berry, that they could not accept the tickets that would be handed to them by the air force and that they themselves would have to go in and take a complete check to see that the numbers given by the air force were correct. What I suggested was why not have a man down at the airport from War Assets Corporation who will take a check on behalf of War Assets Corporation and so save time?