

*By Mr. Probe:*

Q. May I ask a supplementary question at this stage? Mr. Berry has outlined the policy with respect to the disposal of new vehicles by War Assets Corporation in which the manufacturer is given first chance, shall we say; that is right, isn't it?—A. Yes.

Q. Now there is a considerable demand for vehicles and under the present private enterprise set up — we do not quarrel with the use of the dealer channel, but when trucks and vehicles get in general supply War Assets Corporation may find themselves in the position of holding the bag; that is they may still have to dispose of 10,000 or more; they probably will. Is there some assurance that the manufacturers who are now taking these vehicles when there is a big demand and a strong market will continue when there is no longer this strong demand and take the balance of your unused vehicles?

An Honourable MEMBER: At a price.

Mr. PROBE: At a price, yes. I am not saying that you are not doing good business. I am not quarrelling with your direction of your business because it is done in accordance with our modern methods; but the real question about the policy is whether or not you have some assurance that they will take over all the new vehicles from you ultimately. Now, I would like to have some assurance for this committee on that point; as to whether the matter has been discussed between yourselves and the manufacturers; if not, it is time safeguards were set up.

The CHAIRMAN: Order, gentlemen.

The WITNESS: I would like to say in reply to that one, gentlemen, that we have no guarantee from the dealers that they will take any residue of our trucks; and what is more when we have asked the manufacturers to merchandise some of these trucks for us we have practically to beg them to do this because in ninety-nine per cent of the cases they do not want to touch them. Even at the present time they do not want to touch them.

Mr. REID: May I take up this question regarding trucks and cars? He pointed out that over six thousand of them were new cars and trucks. My question to Mr. Berry is this: where are these trucks and cars located; have they been sent out from the factory; are they located in some depots or are they still in the hands of the manufacturers but the responsibility of the government? It would be interesting to know if these cars have been sent out, or whether they are still with the manufacturers or whether they are in various depots.

The WITNESS: In the main these cars and trucks are located at railside dumps which were established during the war to provide a stopping off place between boats for the volume of trucks we were producing; and they are, I cannot say all, but pretty nearly all, in boxes sitting alongside railways waiting for shipment.

Mr. BRADETTE: Mr. Probe may have the solution to that question. He mentioned that we are dealing at the present time under the so-called private enterprise system.

Mr. PROBE: I have my own solution, but it is not acceptable to this committee, and I am not here to make a political speech. I feel as a member of the committee, Mr. Chairman, that War Assets has a distinct liability to the public of Canada and if they have assumed the onus of carrying on under the old principles that is their responsibility. It seems to me that they are going to find difficulty in disposing of all of the vehicles which may come into their possession by that means.

Mr. JACKMAN: May I just say a word in that regard, that we are interested in labour as well as in the motor car industry. I doubt very much whether there