

much into detail? There are some embodiments in getting all of it on water and water only, because that means that there are some areas which at the present time we cannot service well. There are not elevators where there should be elevators. We think the job of the agency should be to study this problem. I do not want to go down and say it should be "there". We want them to study it.

If there is an end effect, it will save money for the feeders and the government. If there is volume now for a port, let us do something about it. I have before me—and I will file it—it is nothing very pretentious—a map of eastern Canada, a blue print which shows all the elevators, the public elevators, that are utilized. It will show what I am trying to say to you. It shows that Halifax has the only elevator in the maritimes with facilities for unloading and loading grain, and that if we move back, if we move to extremities of our provinces, we may have to go 300 miles to service them. On the other hand, up in Ontario, and to a little extent in Quebec, there is not too much. There are no elevators further than from 60 to 70 miles from the farmer. That is the situation.

Mr. CHAIRMAN: Thank you. May I ask the committee if it is agreed that this map supplied by Dr. Walsh indicating the location of grain elevators in eastern Canada be filed and appended to the proceedings of this committee?

Agreed. (See appendix "A".)

Mr. PIGEON: You are speaking in favour of creating an agency. Do you mean for that agency to create a kind of pool?

Mr. WALSH: No sir, we thought of an agency to study the cheapest and best means of transportation of this commodity. It would administer the freight assistance policy and would work with all the agencies interested in grain movements, such as the harbours board. I have discussed it with some of them and they would welcome such an agency. We did not envisage it to be large; we only envisaged one good man, and if we get the right man he may need a couple of assistants. That is the kind of board we wanted so as to tie these things together, and not a big operating organization.

Mr. DANFORTH: Mr. Chairman, we have a witness before the committee who is so well versed in all aspects of the problem we are studying that I would like to ask him some questions concerning the different phases. To begin with, sir, I am very interested in your co-operative and in your remarks that you serviced a number of farmers. Since this is a co-operative, are these farmers members of the association or does the association only provide services to these farmers? Do they have rebates; do they pay membership fees; are they in any way affiliated directly with the co-operative itself?

Mr. WALSH: The maritime co-operative is the central co-operative for the three maritime provinces, and its members are the local co-operatives. The farmers are direct members of the local co-operatives under the rebate system and all the other things that go with co-operatives. They are an affiliation of possibly 225 co-operatives.

Mr. DANFORTH: These are tied in by boards of directors and representative bodies.

There is another thing in the statement submitted to us on which I have a question. Both you and the Canadian Federation of Agriculture have suggested that a central feed agency be set up, and you, as well as the Canadian Federation of Agriculture, have recommended that perhaps this could be handled by a single competent individual plus some associates. However, on questioning, the secretary of the Canadian Federation of Agriculture said that in their opinion this man would be employed in an advisory capacity only. And yet, I see that your submission here suggests that they should have power