

fully substantiated, it provided that a gift of 500,000 bushels of No. 5 wheat should be made by the Government to the Canadian Red Cross Society, which in turn should call for tenders from mills in Western Canada for the milling of the wheat before its shipment to Greece. Parliament subsequently approved the expenditure of \$855,000 to cover the cost of the wheat to the Canadian Government.

The strictly Canadian part of the task was carried out rapidly with the co-operation of the Canadian Red Cross Society, the Canadian Wheat Board, and the flour mills, by whose joint efforts 206,315 hundred-pound sacks of flour were made up. The sacks were of white cotton suitable for later use as clothing. They were branded in washout inks with the insignia of the Red Cross and the name of Canada in English and Greek letters. The flour was enriched with vitamin B<sub>1</sub> according to the customary Canadian standard. Some 330 freight cars were required to move the 10,000 tons of flour to the seaboard at Portland, Maine, where the Greek War Relief Association of the United States arranged for the loading of the greater part of the cargo aboard the S.S. *Ocean Navigator* early in April and its transportation to Greece, the cost of ocean freight (some \$250,000) being reimbursed later by the Mutual Security Administration of the United States Government.

To mark the co-operative nature of the enterprise, some eighty representatives of interested bodies attended send-off ceremonies at Portland on April 8 arranged by the Greek War Relief Association of the United States. Among those in attendance were Mr. Alexander LaFleur, Honorary Vice-Consul of Canada at Portland, who spoke briefly on behalf of the Canadian Government, Mr. S. A. Bjarnason of Toronto, the Assistant National Commissioner of the Canadian Red Cross Society, and Mr. Basil Salamis of Montreal, Secretary of the Greek War Relief Fund of Canada. At the water-front the cargo of the S.S. *Ocean Navigator* was blessed by the Most Reverend Michael, Archbishop of the North and South American Diocese of the Greek Orthodox Church. The ship sailed three days later. The overflow cargo was carried on the S.S. *Lindenwood Victory*, which sailed on April 19 from New York.

### Distribution Arrangements

Meanwhile, in Greece, arrangements were being made for the reception of the flour and its rapid distribution to villages where the need was greatest. Here again a number of agencies worked together to make the operation a success. The general lines along which they would proceed were established in a preliminary consultation with the Canadian Ambassador to Greece. Detailed arrangements for distributing the flour were made later.

On the arrival of the S.S. *Ocean Navigator* at Salonika the Canadian Ambassador declared that title to the cargo was transferred to the Greek Red Cross Society. The latter had already arranged for expenses of unloading, warehousing, transportation and distribution of the flour to be met in the first instance through the Agricultural Bank of Greece, reimbursement being made later by the Government. The Departments of Social Welfare and Supply both gave assistance in handling the flour. Amounts required in various districts were estimated on the basis of reports from various agencies, particularly the Greek Red Cross Society, the United States Mutual Security Administration and the Greek Department of Welfare. Only mountain villages were served, on the assumption that their needs were the greatest and that villagers in the valleys and plains would have readier access to other sources of supply. The nomarch or reeve and the priest of each village drew up lists of local inhabitants who were in need. These lists were turned over to Greek Red Cross Society representatives who identified each recipient at the distribution centres before turning over the flour to be taken away.

The actual distribution took place in centres which could be reached by the flour trucks. In these centres there congregated in advance villagers who had come