

last figure I saw in respect of the six southern counties of New Brunswick—and, Mr. Phillips can give you these figures right down to the times—indicated that 65,000 tons, which represented about 70 per cent of the grain that moves to New Brunswick, is distributed within 70 miles of the Saint John elevator. For that reason and for the good of ourselves and for the purpose of saving some money we have been asking for two years that Saint John be equipped to handle that grain.

Mr. WHELAN: Have you ever found out what the cost of putting these facilities in would be?

Mr. WALSH: No.

Mr. WHELAN: I have one further question; you mentioned corn and, of course, our area ships quite a bit of corn to the maritimes. Are you satisfied with the situation in respect of freight and storage assistance on corn in comparison with western feed grain, when corn is a high energy livestock feed?

Mr. WALSH: We co-operate with the Ontario people right through in respect of this whole matter and we supported them on this subject. We were pleased to have some of our ideas accepted and I think they were pleased too. We want to use Canadian grain and livestock feeds. We want to use the feed that comes to us the cheapest and we would rather use Canadian.

There is something at this point I wish to say, on which the westerners have been very quiet. They may not realize it but the first idea in respect of freight assistance for grain in Canada, to the best of my knowledge, was put forward in a speech in the Windsor hotel in Montreal in April, 1939, and it was made by westerners. I like the westerners very much; I think they are fine people. But, they are just human and when they get a pile of grain out there and they do not know what to do with it they just love our market. We have a 100 million bushel market here and it could grow into 200 million bushels if we produced the livestock we should produce in the east, and I think we will. We want to do it. We have more of a grass climate than grain climate east of Toronto. However, this was a western group which came down; I will not name all of them except to say that the group was headed by a man you all have heard about, the hon. John Bracken. I want you to know where this idea came from. I hope you westerners remember some day in the future you may need us as a market. I am not being critical but I notice the complexion does change according to the pile-up.

Mr. ENNS: I am glad you qualified your last statement, when you said: you may need us for a market.

Are you quite optimistic in respect of the future of the livestock industry in the maritimes? What do you envisage for this industry? What are the potentialities and possibilities in respect of it in the maritime provinces?

Mr. WALSH: We are getting into a subject now on which I like to speak. We are an area of small farms. I do not know why I broke off at Toronto; you may object to my division. Ontario is a tremendous province for grain growing but I think most of it is west of Toronto. Eastern Ontario, Quebec and the maritimes are not very much different in many respects agriculturally. We in the maritimes have a heavy rainfall and we can grow grass as good as any place I have ever seen, and I have been all over Canada, the United States and most of Europe. Ours is a grass growing country. It was our concept when this western group came down that we would grow grass and livestock and would buy grain.

Let us get into a discussion of the dollars and cents economics involved. I want to put this statement on the record because many people forget things and I will not be here very long to remind them.