

be necessary to disburse them for distribution. Then, too, the services themselves had done a certain amount of concentration before these commodities were turned over to War Assets at all.

Mr. BRADETTE: I must confess that I do not quite see the point of Mr. Probe's question. Sales of these commodities are made all over the country, and it is pretty well known to be general business practice that the purchaser pays the cost of transportation from the point of sale. I take it that that statement would apply to an operation of that kind with the result that War Assets Corporation is not out any money in connection with the cost of delivery after the sale has been made. That is pretty well known general business practice from one end of the country to another.

Mr. PROBE: That may be, but that is what I want to find out.

*By Mr. Reid:*

Q. In the disposal of new cars do priorities apply, do the same priorities apply with respect to the vehicles which you are offering for sale as would apply to an individual who is trying to buy a car on the open market at the present time from a dealer. In order to obtain a new car right now you must be in a preferred priority group. In the disposal of new cars in your department do the same regulations apply?—A. One of the reasons for passing new cars and trucks through the hands of the dealers is so that the provisions of the motor vehicles controller's orders may be complied with in getting these cars into the hands of essential users.

Mr. JACKMAN: May I ask—

The CHAIRMAN: I want to dispose of Mr. Probe's question first. As already stated by the witness it will mean a lot of work.

Mr. PROBE: I am prepared to leave it for a few days and he can give this committee a report on the possibility of answering it surely that will satisfy the committee, because our job is to investigate waste, extravagance or economies. If I can pat Mr. Berry on the back I will be happy to do so. At the moment I am not just ready to do so.

The CHAIRMAN: Mr. Jackman?

*By Mr. Jackman:*

Q. I should like to ask Mr. Berry a question in connection with the small number of motor vehicles which have been turned over to War Assets Corporation, namely 22,668. Has he any idea how many more he is likely to have to sell? I ask this question having particular reference to the fact I well recall in the summer of 1943 being down at Oshawa to attend the coming off the line of the 500,000th motor vehicle manufactured by Canadian automotive manufacturers. That was two years before the war ended so I suppose we had another half a million more before we were through. Granted a lot of those vehicles were exclusively war vehicles and not fitted for any other purpose; granted a lot of them were destroyed in action, although probably not very many, and granted also there are a goodly number in Europe at the present time, where are the balance?—A. I think I should add the figure of 16,460 only represents cars and trucks in Canada. It does not represent vehicles overseas.

Q. I deducted all those and I still arrive at a theoretical calculation which would indicate to me there are far more in Canada?—A. As far as I know the figures I have given you for new trucks and cars represent the total that I expect to receive.

Q. You mean new cars?—A. New cars and trucks.

Q. That is 13,492?—A. 13,492 represents the total. The balance of the cars and trucks were shipped out of the country for war purposes.