

Mr. WALSH: Mr. Chairman, I was very nervous when I came here. I am not afraid to talk. However, I want to say you are asking awfully good questions. That certainly is possible and probably is what has been done. That is the reason we want someone to protect us against it getting worse in the future.

Mr. ENNS: Mr. Chairman, I have a supplementary question. The line of questioning which Mr. Danforth has pursued has interested me very much; mention was made that space was denied at Prescott, and I am wondering at what time does the wheat or feed become the property of Maritime Co-operative Services Limited? At what point is it designated your wheat as such? Does it come into the elevator marked as your wheat?

Mr. WALSH: I think I can explain that, sir. It is a little bit complicated. We could buy direct from the Canadian wheat board but we would have to have a seat on the grain exchange. However, we feel that there are companies in Canada—there are 12 of them, five of which are actively engaged, and you had their names given to you at one other sitting—which offer a big service. These companies are located mostly in Winnipeg; they will buy the grain and arrange for it to be put on a boat, as well as arranging the space for you in the elevator.

Mr. ENNS: But is it not still the agent's grain at this point?

Mr. WALSH: No; it is earmarked as our grain; we have bought and signed all the certificates in respect of this grain, and the price is the price we signed for on that date. As I say, they do perform these services for us.

The reason we could not get into Prescott was that they will not load the boat unless they can unload it. Does that answer your question?

Mr. ENNS: I was under the impression if you had arranged for a certain space in June that you would have arranged for a certain specified space, whether it be calculated by cubic feet or bushels. I thought perhaps the difficulty arose because of the fact that the grain did not come in as your grain, so to speak, but as an agent's grain. I am thinking of McCabe, Richardson or someone else. I thought perhaps that it only moved out as your grain from Prescott and as a result of that there might be some difficulty.

Mr. WALSH: As far as I am concerned, and I think I am right in this connection,—I am somewhat on cloud 8 at this point because I do not do this type of work—we buy the grain and it is our grain. McCabe, Richardson and some of the others are agents, and they arrange for everything else. But, when it enters the elevator it is then eartagged as our grain. At least, that is my understanding. All the time it has been our grain. There may have been a boat there that holds 1 million bushels and we only had 218,000 bushels of sample wheat, not even grade wheat, so it must be kept intact.

The CHAIRMAN: Have you a question, Mr. Whelan?

Mr. WHELAN: Mr. Chairman, a great number of the questions I was going to ask have been answered satisfactorily. One of my questions concerned freight assistance. It was mentioned I believe, in the Canadian Federation of Agriculture brief or in some other brief that they wanted facilities for unloading grain from vessels and delivering it to railway cars and trucks at Saint John. What volume would go through that elevator if these facilities were made available?

Mr. WALSH: I am very delighted to try to answer that question; I am getting back home again.

I said that Nova Scotia uses 150,000 tons a year of subsidized feed; New Brunswick uses 100,000 tons. Of course, this figure varies to some extent and the last figures are a little lower because we are in the corn deal pretty heavily; it is not in but that is about normal. As you know, we are a country of small farms, but I do not need to go into that with you at this time. The