

14-15 GEORGE V, A. 1924

Mr. MILNE: Is it not the size of the cattle, irrespective of whether they are fat or lean?

Mr. DOHERTY: Absolutely, I do not know whether we use the proper terms in the steamship business, but we call a steer which weighs in excess of 1,000 pounds a fat animal, and those under 1,000 pounds, we class as stockers, and it is true that stockers will stow five in four ordinary spaces.

The WITNESS: (To Mr. Doherty): Do you think there would be much difference between the classification of the inspectors in the United Kingdom as compared with our shippers here—

Mr. DOHERTY: I have heard considerable discussion on that point, but I do not think, Sir Henry, that I am sufficiently conversant with the actual results to answer that question, but there has been considerable dissatisfaction expressed.

Mr. STEWART: Let me ask Mr. Graham this question. Was it not a fact that last year a shipment was divided in Montreal, consisting of the same cattle, and sent to two different ports for the purpose of testing it, and one lot of inspectors called them "fat" and required them to be slaughtered there, and the other called them "stockers" and permitted them to land?

Hon. Mr. GRAHAM: The same shipment of the same quality of cattle was sent to two ports; at one port they were condemned as too fat, and the other they were classed as stockers. I had photographs of the cattle which were rejected because they were too poor.

The WITNESS: I think that finishes Voyage No. 9. Now, Voyage No. 12, the steamship *Victor*, sailing July 5th; destination Cardiff, with 229 head of cattle, earnings \$4,580. The gross earnings for the total voyage were \$33,873.73; the expenses \$37,917.52; a deficit of \$4,043.79. Now, that was a long voyage too. That took 49 days, and that was about the time of this dockers' strike, and I expect the same reason applies there. That vessel was probably delayed nine or 10 days on account of the dockers' strike.

Voyage No. 10, Steamship *Leader*, sailing October 5th, with 242 head of cattle; earnings \$4,760; total gross earnings \$40,920.23; expenses \$38,281.66, leaving a surplus of \$2,638.57. That shipment was destined to Glasgow.

That is the information with respect to the various voyages from Montreal and Quebec upon which you yesterday asked for details.

By Mr. Stewart:

Q. Did all of these vessels from Quebec carry a grain cargo?—A. I think they did. They all carried grain running from 200,000 bushels to, well, you might say, from 220,000 to 225,000 bushels.

Q. Here is a point I wanted to make. Can you come to any conclusion from the figures you have here as to whether a grain cargo with a complement of cattle is any more profitable, or would show a profit, or come nearer paying expenses than cattle with any other cargo?—A. Let me say this. This represents the gross earnings for a 8,400-ton type of steamer, carrying a full capacity cargo of grain and 233 head of cattle, or practically a full cargo of cattle. The gross earnings work out this way; the grain would bring gross earnings of \$20,925, and the 233 head of cattle at \$20 per head would bring a gross earning of \$4,660, or a total gross earning of \$25,585. Now, the expenses would work out in the neighborhood of \$35,000?

Mr. DOHERTY: It would not be any better.

The WITNESS: On such a cargo there would be a deficit of approximately \$10,000?

Mr. DOHERTY: Positively, unless we could get a large westbound cargo, which is doubtful.

[Sir Henry Thornton.]