

*Supply—Live Stock*

Cost of car lot policy for 1921—

Eastern Canada.. . . . .	\$ 11 25
Western Canada.. . . . .	9,936 65

The records of the Live Stock Branch show only the movement out from each stock yard and not by provinces. It would take considerable time to compile a definite statement of costs from each yard, but approximately the cost may be divided as follows:

	Per cent
Calgary.. . . . .	65
Edmonton.. . . . .	15
Winnipeg.. . . . .	15
Moose Jaw.. . . . .	5

On Page 21-23 of the Live Stock Branch Estimates will be found a detailed statement of the movement of live stock under these policies since their inception.

Mr. SUTHERLAND: What percentage has been paid during these years in eastern Canada? The minister has given the figures for western Canada. It is necessary that we should have some more light on some of these items in this vote for \$1,000,000, which is the most important vote that goes through in connection with the Department of Agriculture. There are many branches of agriculture which receive assistance through it, and it is well that the committee should know where the bulk of the money goes and what results are obtained. In regard to this particular item to which I have referred, it is quite apparent that practically the whole sum is distributed in western Canada. I have also asked what amount was paid in grants for the payment of feed for live stock during the year 1921; and I want some information with regard to the control of the stockyards. The department exercises control over the licensing of commission men or firms who dispose of live stock on the live stock markets. Have any complaints been received from any of the stockyards in regard to these licensed commission men, and have any investigations been held into their operations?

Mr. MOTHERWELL: I do not know which of these many questions I shall answer first. I have a memorandum with regard to some features of the question regarding the amounts expended during the last four years in connection with the shortage of feed in western Canada. I shall read it:

With regard to the amounts expended during the last four years in connection with the shortage of feed in Western Canada, particularly in Alberta, Saskatchewan and Manitoba, the amounts paid out by the Federal Department of Agriculture for the transportation of hay-making machinery from the dry area to points where hay was plentiful and return, of hay and other feed to the dry area from points outside and of live stock from the dry area to feeding grounds outside and return, were as follows:

[Mr. Motherwell.]

1918-19.. . . . .	\$ 49,994 78
1919-20.. . . . .	620,135 54
1920-21.. . . . .	309,942 54
1921-22.. . . . .	5,704 45
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	\$985,777 31

With regard to the complaints about live stock yards, I had a number of resolutions from the Alberta Grain Growers' convention, through its secretary, Mr. Higginbotham, and I also had an interview with a number of members from Alberta. I think we satisfied them that any serious difficulties were just such as might be expected in comparatively newly organized stockyards. In the older stockyards conditions are, I think, satisfactory. In the newer ones, such as those at Moose Jaw and Prince Albert, you cannot expect everything to be in apple-pie order, but they are gradually improving. With respect to the investigations to which my hon. friend has referred, I must ask him to excuse me for the moment. I do not know exactly what particulars he desires. There is a live stock exchange at Winnipeg, and I understand that certain investigations were held there. I presume the hon. member refers to the buyers on those exchanges who are bonded. I believe the bond is for \$10,000. The hon. members of the Progressive party will understand the situation in regard to the marketing of wheat, which is similar to this. A man ships a carload of wheat to a commission merchant who defaults, and he loses his money; and the same thing happens in the case of a carload of stock. The commission man's bond runs out, or something happens, and he defaults. A number of cases have happened where men have lost a carload of stock. This is occurring all along the line. Several remedies have been suggested. Before coming here I was in correspondence with gentlemen in various parts of western Canada on the subject. But the remedies so far proposed would create difficulties that probably would be as great as the evils they were intended to correct; in other words, the remedies were worse than the disease. In the shipment of wheat this difficulty can be met by getting as large an advance on your car as possible, and having the bond take care of the balance only; but in the shipment of live stock I understand that that is not so easy to do. I have not been a big shipper of live stock myself, but I do not think it is the practice to get advances on such shipments. It takes so large a bond to cover the business of a live stock com-