

Elgin. I remember him—W. T. R. Preston—a good organizer for the Liberal party; one who used to sing hymns on Sunday afternoon and bring in votes on Monday. I object to such men handling the cattle industry, and if that practice is still followed when the Conservative party comes into power I will still object.

Then there was Duncan Marshall; let me refer to him for a moment. He was sent to England to receive the first cargo of cattle going to the British Isles, and what did he and the other gentlemen do? They put a red tape across the gangway, and as the first intelligent Canadian steer saw that tape he nearly knocked Duncan Marshall and the other gentlemen into the Clyde. The cattle should have been allowed to walk off the ship gently, with no red tape in front of the gang plank as a demonstration to the British public of their kindness in removing the embargo. It was a direct insinuation that red tape had kept Canadian cattle out of England for thirty-two years, and in my opinion was a direct insult. Never would a man who understood conditions do a thing like that, but that is what was done, and I say it was an injustice. The government allowed those wild Texas range cattle to go to the Wembley exhibition, which did not permit of the display of true Canadian cattle. Those were not cattle that we raised in western Canada. They were cattle that were brought up from Mexico in the old days of the range and turned loose on our western prairies. They were long horned, range cattle and to represent these as typical of our western cattle was a libel on the undoubtedly fine stock we raise out west. We had the old range days out west, but those days are gone, and we are now raising thoroughly domesticated cattle.

I should like to see the vessels of the Canadian Government Merchant Marine taken out of the steamship combine. They are still charging a \$20 rate, and it looks to me as if the officials of the government line still have their feet under the combine table. The present government proposed to give a million and a quarter of the people's money to Sir William Petersen ostensibly to break the steamship combine. What were we to get for that? We were to get a bunch of old hulks belonging to the Thomson line, I think ten in number, vessels not to be compared with the ships of the government merchant marine. I have loaded cattle on the old Thompson line boats in the early days, and they are not ships that are at all fitted for the cattle trade today. What should have been done was to refit the vessels of the merchant marine just as

[Mr. Mullins.]

the Livestock Producers, or the Jensen line, have done. By refitting the ships could have been made very comfortable for the carrying of cattle and could have transported from five hundred to six hundred cattle each, and the government could have handled the cattle transportation problem in the most economical way. But instead of that they proposed to pay out the enormous sum I have mentioned. In addition to that they have paid to their agent, W. T. R. Preston, between nine thousand and ten thousand dollars. They also engaged counsel during the cattle inquiry at \$200 a day, with a resultant cost to the country for that item alone of \$40,000. Then when Sir William Petersen died the government incurred an outlay of \$4,000 to send his remains back to England. This will give an idea of the way the government have been spending money, of the way our debt is mounting up. I do not know where the old ship of state is drifting, but if it continues to drift much longer, God help the man who is struggling to make his way out in western Canada.

I make this plea not from any personal motive, but on behalf of those who are engaged in the live stock industry in western Canada. They have large numbers of cattle to move to the Old Country this spring but there seems no chance whatever for them to get ocean space. The old line boats have done good work, but their day is past. These ships are not able to make the trips across now, yet it is most urgent that the cattle men should have ocean tonnage for their live stock. I would suggest to the Minister of Agriculture that he get busy at once. I suggest that he get say ten vessels of the merchant marine and refit them just as the Jensen line did with their boats. I urge the government to do something so as to afford the live stock industry a chance of moving the cattle so badly in need of transportation. I speak feelingly and earnestly on this matter.

The Minister of Agriculture made an allusion to the dead beef industry, but I may say to him that I am not in favour of shipping dead beef to England. I believe the minister tried the experiment of shipping dead beef at one time and experienced a loss of \$50 on every carcass that was shipped. I made a shipment of dead beef myself on one occasion, but that was the only time I ever did it. No man who has any understanding of the Canadian cattle industry would ever favour shipping dead beef to England. He might try it once, but never again. On Saturday evening I had dining with me one of the largest stock salesmen in England, who imports considerable quantities of South American meats. He told me that