

they could not afford so to equip them. They further advised me that in the past they had been so frequently disappointed in continuity of exports that they would not take the risk. Consequently there was a very great shortage of cattle ships in the year 1931, and again later in the winter and spring of 1932-33. So, through a vote of this House of Commons and with the full knowledge of parliament, the Department of Trade and Commerce undertook to assist in the installation of cattle stalls in ships for the purpose of carrying cattle across the Atlantic; some sixteen ships in all were equipped. Some of these were done in 1931, and others in 1933. Thirteen or fourteen ships were equipped in 1933. The attitude of the government, as expressed through the Department of Trade and Commerce, was simply this: We would pay a certain sum towards the cost of the installation of stalls. Usually these would cost between \$12 and \$16. I think the average we paid was about \$12 per stall towards the cost of installation. The shipping company in practically every case undertook to make at least three trips. It worked out to about \$4 per head per ship. We did that in a great many cases. The space on these ships, however, was to a large extent controlled by some cattle brokers in Montreal, and by some shippers in the west.

Last year representations were made to me to get some additional ships, after we had equipped a number. We thought at first a sufficient number had been equipped, but strong representations were made to the effect that additional ships were required. We looked about for ships, but found none available. Later, about the middle of the summer, the Richelieu Corporation, to which the hon. member has referred, asked for assistance to equip two ships. At first I believe they suggested they would equip three. I told them we would render them the same assistance we had rendered others, provided they could show that they were going to carry on the handling of cattle for a reasonable length of time. Meantime the Richelieu Corporation had sent a representative to London who had made contacts with the port authorities there and secured from them an agreement to open lairages in London. Canadians had been trying for a great many years to induce the port authorities of London to open that port for the landing of cattle, but until last year without success. The reason was there were no ships running direct from Canada to London carrying cattle, and the port authorities did not wish to have cattle lairages in the centre of the port, contending that it was inconvenient. However representatives of this firm, without any authority or assistance from

the government and quite on their own responsibility, went to London and made arrangements with the port authorities of that great city for the opening of these lairages. From a Canadian standpoint the facility is certainly a desirable one, provided we could get the ships to run to that port. Those we had equipped were running to Glasgow, Cardiff and Liverpool; none were running to London. It was late in the summer of 1933 that I agreed to pay for the installation of stalls in two ships and, if they could secure them, in three, for the Richelieu Corporation. They put in the stalls.

It has been represented that these ships were not fitted for the carrying of cattle. That is the first time I have heard that claim advanced, because none of these ships was equipped until after inspection by experts in the Department of Marine who saw that they were equipped in accordance with British Board of Trade regulations. May I add that the regulations of the British Board of Trade are exceedingly drastic and exacting; in fact I sometimes think they are too exacting. The fact remains that we must comply with those regulations; otherwise the cattle would not be allowed to land in the ports of Great Britain. Representatives of the Department of Marine always assist us in this respect, and see that the ships are properly equipped in accordance with the British Board of Trade regulations. In this instance we did precisely what we had done with some fifteen or sixteen other ships. We paid for the cost of installing the stalls, in one instance in the sum of about \$600 and in the other about \$400, for the purpose of carrying cattle from Canadian ports to Great Britain.

I must point out to the committee that in no instance did we assume any responsibility, nor have we ever been asked to assume any regarding the shipping of the cattle. All we have done is to assist in providing facilities for the movement of the cattle from Canada to Great Britain. We did have a letter from the hon. member for South Huron (Mr. Golding), to which we replied. I have not the hon. member's letter before me at the moment, but part of it was read this afternoon. There was something in the nature of a complaint in his letter and, in part, my reply was as follows:

It is most unfortunate to receive a complaint of this nature, particularly as we wish to do everything to facilitate the exportation of live stock from Canada to Great Britain, and, as far as possible, reduce all handling, freight, and miscellaneous charges to a minimum so that the net return to the farmer can be increased.

The hon. member may have his letter before him and he will see that the complaint made