

ister of Trade and Commerce or of the Minister of Agriculture or of somebody, at any rate, to try to prevent that sort of thing.

Now I should like to say a word in regard to the fitting out of those two vessels. I think it was clearly indicated in the statement sent to the department that the Glentworth was not a fit boat to carry cattle across the ocean, and when they fitted up the Neiderholm I am perfectly satisfied that it was in worse condition than the Glentworth ever was. When we were discussing this question in Montreal we found from the Imperial Oil Company's statement that for three trips of that boat it cost over \$18,000 for fuel. That will give you an idea of what sort of boat it was. It was chartered for three trips, and at the end of the three trips the boat was sold for junk. I do not want to play politics in connection with a matter of this kind; it is too serious to our farmers and those who are affected by these losses to do anything of the kind. As has been pointed out by the hon. member for North Huron, in many cases it means that if these men do not receive some remuneration they will be forced off their farms, which is a very serious thing in times like these. When members bring to the attention of the department a situation in connection with which farmers are being actually swindled, I cannot for the life of me see that they have not some responsibility in the matter.

This is not the only case that has been brought to my attention. This correspondence to which I have referred is in regard to the Richelieu Corporation, but I also had complaints in regard to some other shippers. Mr. Adams, near Seaforth, who has been in the cattle business for many years, shipped twenty-five head of cattle over there, and he was certainly disappointed with the price he received, as he and all the other cattlemen in that district assured me that they were choice cattle. We obtained a report on those cattle, as follows:

These cattle left Montreal on November 21, landed at Cardiff on December 10 after an ocean voyage of nineteen days.

The hon. member for Marquette (Mr. Mullins), who has shipped a great many cattle, made the statement in the house on one occasion that if cattle were on the water longer than twelve days they began to go back. This load of cattle was on the water for nineteen days. The report goes on to say:

The trip was said to be very rough and the cattle were dirt from head to foot. These cattle had to be rested before they were in shape for sale. Apparently none were sold in Cardiff where they were landed, but had to be moved to Manchester, Liverpool, Birmingham

[Mr. Golding.]

and York. This movement entailed additional expense. It is contended that for some days the cattle were entirely out of feed, and as a result there was a very heavy shrinkage which meant of course instead of receiving top prices they were sold at a very much lower grade.

I just wish to bring these matters to the attention of the Minister of Agriculture and the Minister of Trade and Commerce in order, if possible, to avoid a repetition of the treatment our farmers have received. I agree entirely with what has been said by the hon. member for North Huron, namely that in discussing this matter all parties have endeavoured to keep the discussions free from politics. We are more concerned about helping our farmers. I too want to plead on behalf of those who have suffered such serious losses, and I trust that in some way or another the government may see its way clear at least to some extent to remunerate them.

Mr. BOYES: I wish to make only a few observations on this occasion. At the outset may I say that a number of producers from the riding I have the honour to represent were, unfortunately, involved in this matter. They shipped their cattle through the Richelieu Corporation, and did not receive payment for them. I should be very sorry indeed to have this matter brought forward politically, as was attempted by the former Minister of Agriculture. I am deeply interested in the producers and would do anything within my power to see that they were compensated for their very severe losses. The producers in my constituency were not critical of the government, in fact, they were very thankful that the government had assisted by procuring a market for their cattle in the old country and also they were pleased that the government had equipped a number of boats for purposes of cattle shipment. Upon many occasions they have expressed themselves as being very much pleased with the interest the government has taken.

As some hon. members have pointed out it is unfortunate that the Richelieu Corporation at no time had any finances. They were dealing in cattle before they came into western Ontario, and they reached western Ontario at a time when there were cattle for shipment. They received about six hundred cattle, a very large shipment, and according to the record they have been using the cash receiver from one shipment to pay for former shipments. On this particular occasion, however, they had a great number of cattle but did not pay the shippers. As a result of their