

Commerce in giving credit to unworthy men who fitted out tubs that were entirely unseaworthy, I plead that they be given a little ray of hope, that the government will meet our people half way. That is what we are all doing, if a man owes us \$100 we will take \$50. Those are strenuous times. My farmers say there are millions for this and millions for that, but there is not a paltry \$41,000 for the farmers in old Ontario. I would ask the administration to reconsider this matter on behalf of my farmers and the farmers throughout western Ontario.

Again I wish to pay tribute to my colleague from West Middlesex, the ex-Minister of Public Works. We have toiled for four months without money and without price, and it is hard for us to go home and face our people and tell them that while there are millions for railroads and millions for banks and millions for public buildings that may not be entirely necessary there is not the small sum of \$41,000 for the old pioneer stock of western Ontario.

Mr. GOLDING: I just wish to make a few observations in regard to this question. Last summer my attention was called to the operations of the Richelieu Corporation in my constituency. Some of the friends of Mr. Scotchmer, about whom I wrote to the Minister of Trade and Commerce (Mr. Stevens) came to me and told me the position he was in by reason of shipments of cattle made through this company. I told these people that if they would summarize the facts and give me a full statement I would see that it was forwarded to the Department of Trade and Commerce, and I had absolute faith that some action would be taken by the department to protect those farmers from further losses. Reference has been made to a letter I had written to Hon. Mr. Stevens. I think I should read that letter and also the statement that I had prepared in connection with the shipment to which it had reference, which was typical of other shipments that took place from Huron county at that time. We went to considerable trouble to get complete details. We endeavoured to get the log of the vessel and everything in order to lay all the cards on the table.

The statement is as follows:

L. W. Scotchmer is a farmer residing near Kippen, Ontario, in the county of Huron, and the Richelieu Corporation of Montreal is a shipping concern which has been securing shipments of cattle from farmers throughout Huron county for the purpose of sale in the British market.

The Richelieu Corporation chartered the ss. Glentworth for several trips, the first of which
(Mr. Spotton.)

left Montreal, May 5, 1933. It is not known whether the Richelieu Corporation chartered the entire vessel or simply chartered space on the vessel, but at all events the corporation made structural changes in order to accommodate cattle on this boat. They own or lease accommodation on a pier in Montreal to which there is a siding so that they can unload from railway cars at the pier and load direct to the vessel without the necessity of taking the cattle to stockyards in and around Montreal. This should enable the Richelieu Corporation to eliminate considerable expense to its own and to the benefit of the persons dealing with them.

The program followed by the Richelieu Corporation apparently has been to send agents or representatives throughout the country to the farmers to book space on their boat according to the number of cattle the farmers are prepared to ship. It is represented to the farmer that the total cost of freight by rail, care, feed, water transportation and commission for selling the cattle in the British market is \$27 per head.

That is what was told the farmers in our county.

When sufficient space has been booked a cattle train is arranged, the cattle are loaded and taken direct from shipping point to the corporation's pier at Montreal and there loaded on the boat.

Mr. Scotchmer, on the basis as represented to him, shipped cattle by the first boat this season, namely on May 5, 1933, there being twenty-six head. These were loaded on cattle cars at Brucefield, Ontario, and the Richelieu Corporation had full control of them from shipment until the sale in the British market. Mr. Scotchmer accompanied the shipment, which was supposed to leave Montreal April 28 or 29, but the shipment did not leave until May 5, owing to the fact that arrangements for fitting the ship for the cattle had not been completed, and the boat's engines were being repaired. Mr. Scotchmer's cattle were fed grain and hay at home and were in good condition, averaging 1,400 pounds, but on arrival at Montreal they were given a poor grade of hay and no grain until they were put aboard the ship. On ship the hay fed was a clover mixture, badly weathered and with considerable mold. The grain was a mixture of uncrushed barley, 40 per cent; uncrushed oats, 40 per cent; and cracked corn, 20 per cent, which is not considered to be a very satisfactory feed.

The boat cleared Montreal 4.15 p.m. May 5, 1933; exchanged pilots at Quebec 4.20 a.m. May 6, 1933; discharged pilot at Father Point 6.25 p.m. May 6, and at 6.50 p.m. the vessel stopped for repairs to engine. The vessel moved next on May 7, at 4.40 a.m. and at 10.50 a.m. stopped again for repairs, moving again at 7 p.m. on May 7; arrived at Halifax May 10, at 2 p.m.; remained in Halifax 3 days repairing engines before proceeding to its destination at Birkenhead. The vessel was not seaworthy with its engines in the condition they were in, and after clearing Halifax could only proceed at half speed and did not arrive at Birkenhead until May 24. The boat cleared from Halifax without cleaning out the accumulated manure. The cattle were not given