

about the re-contracting of the disease. Another reason why we were short—and I am sure my hon. friend will appreciate this—was because we conducted a certain amount of work of an experimental nature in Manitoba, in my hon. friend's own province, covering three municipalities. That has given satisfactory results and we have obtained valuable information, and a certain number of applicants throughout Manitoba have had to wait longer—

Mr. LEADER: Will the minister not admit that that is an expensive way of doing it?

Mr. MOTHERWELL: Yes, but at the same time before we can discuss that question with other provinces or municipalities, we must have data. The only way to get the data was to try it out. We have found that there is a less amount of disease amongst Manitoba cattle than we anticipated. Slightly more than 5 per cent of those cattle were proved to be re-actors, and that is very satisfactory, considering the complaints in other countries. So that the extra work done in this direction in Manitoba naturally lessens what we are able to do in other directions. At the same time I may say that it is not our intention to go forward at this time with any additional restricted area, particularly when we have so many waiting applicants on the list for individual herds to be tested. We have got the information, and we can discuss this thing now both with provincial and municipal authorities, with the hope in the not distant future of evolving a scheme that will cover the country—I would not say the entire country, but with the view of taking it up in large blocks, not in intermittent spaces, such as we are doing at the present time.

I do not know whether my hon. friend was in order; but if so I presume I would also be in order; however I do not intend to go very much into the question of cattle space. Obviously, a new business requires a certain re-adjustment of space. The business of shipping stockers to the Old Country, after being suspended for thirty years, has been restored. Nobody could expect the ordinary trade would be able to meet the sudden demand all in a minute. It is rather gratifying to me to find the cattle are there demanding the space, and neither now nor at any time previous have we ever been more than 200 head short of the space requirements. I know there have been a number of interviews in the papers about wanting space for 1,000 head, but at no time has there been a space shortage of more than 200 head. I think that is getting pretty close.

As to negligence, I think the Acting Minister of Railways and Canals (Mr. Graham) should deal with the question of the mercantile marine. But while I am on my feet I might point out that the evidence in the report referred to by my hon. friend this afternoon went to show that the boats comprising the mercantile marine cannot be converted into cattle boats, and that is the only available medium that I know of by which we can increase the space in time to take care of the situation. The cost of changing these vessels from cargo boats into cattle boats would be prohibitive, and in the end we would not have a boat which was suitable for the trade. In the middle of the negotiations and the discussion as to space—just to let my hon. friend and the House know that we were not negligent—if the situation had grown worse, and if we had had demand for space for 1,000 head more than could be supplied, we had the opportunity of negotiating a transaction with a New York firm of vessel owners, who were prepared to put on a fleet of vessels capable of carrying 2,000 head each. That proposition was submitted to us. However, it would have taken some weeks for even that fleet to have got ready, and by that time the ordinary sailings would be able to take care of the shipments.

Mr. MILLAR: Did the minister notice in the press a few days ago a report to the effect that the British people were under the impression that the Canadian government had not adhered strictly to the agreement in shipping cattle? They were objecting that the Canadians were shipping cattle that were finished. They claimed that the agreement called upon the Canadian government to ship store cattle, and they were objecting that the cattle were finished.

Mr. MOTHERWELL: I think there was room for a little objection on the part of the British authorities there. The shippers of fat cattle were taking advantage of the removal of the embargo and were also shipping stockers, thus giving them two strings to their bow. They could sell them either as stockers, or as cattle ready for the block. The law did not forbid that, and that is the reason the shippers took advantage of the opportunity. It is quite possible there might be some amendment made to the act to remedy that; I do not know about that. But I do not think the public is objecting very much. I do not think there is any violation of the spirit of the act, nor do I think there is any violation of the letter of the act. But that was not what the British dealer had