

stated, that "the investigations made by scientific and experienced members of this Board, have fully confirmed the opinion that the flesh of these diseased animals cannot safely be used for food. The information now before us clearly shows, that until some proof of the contrary is shown, the malignant disease, which has been brought eastward from Illinois and Indiana, should be regarded and treated as an infectious fever or plague. The transportation of any sick or infected cattle from the sickly district to other States, should be prohibited." This seems to be a rational conclusion, and the authority is high.

The remaining point is:—

IS IT SAFE AT PRESENT TO RE-OPEN THE TRADE IN CATTLE WITH THE UNITED STATES?

The Government of the Dominion deserve the thanks of the people of Canada for imposing and retaining the order prohibiting the importation of cattle from the United States. Your committee are aware that strong pressure has been brought to induce the Government to rescind the order. The two leading railway companies are said to be losing large sums of money from the suspension of the traffic in American cattle. This is to be deeply regretted. The railway interest is a highly important one, and no obstacle, not dictated by necessity, should be placed in the way of its prosperity. Still the public interest is even more important than that of the railways. The plague which has been raging in the West, is the visitation of God, and it is the duty of the Government and the people of Canada to use all lawful means to keep it out of the country. And nothing will serve to do this but entire prohibition. It has been alleged that such stringent measures are taken at Chicago, that we need fear nothing from that quarter. The committee bear willing testimony to the fidelity and zeal with which Dr. Rauch and his colleagues of the Board of Health discharge their duties, but their labours only extend to the cattle unloaded at the stock-yards of that city. There is no inspection of cattle which may be run through to Toledo or Detroit, or Sarnia. Who shall be answerable for them? Moreover, the Toledo, Wabash and Western Railway runs through the very worst of the infected districts of Indiana and Illinois, and that road connects at Detroit with the Grand Trunk and Great Western Railways. Who can be responsible for the cattle which may be carried on that road, and it runs 130 miles south of Chicago? Were the Canadian route re-opened, it is more than probable that in consequence of the vigilance of the Health Officers on the confines of the state of Pennsylvania, New York and New Jersey, there would be the strongest possible temptation to run all sorts of cattle through the country. Every halting place might become a nucleus of disease from the virulent deposits of feculent and urinary matter which must be made. Every ear and stock-yard might be infected with the disease. It is said that rigid inspection at the frontier ports would be a sufficient guarantee. Let it be remembered that the disease is only obvious in its last stages, and that often, after all, the only reliable test is examination of the carcass in the slaughter-house. Besides, not one inspector in a hundred would be possessed of the slightest degree of veterinary skill. The committee regret very much that in this case the railway and public interests are not compatible, but as there is conflict, the public interest must prevail. It is pleasant to believe that this conflict may not last long. From all the evidence presented to them, the committee have reason to think that the sharp frost of November will destroy the infection and render the re-opening of the traffic quite safe.

Your committee cannot close their Report without referring to the courtesy of Mr. Swinyard, of the Great Western Railway, in affording to them all the facilities in his power to aid the committee in pursuing their investigation. They

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