

the government have not always employed properly qualified veterinary surgeons as the regulations required.

Previous to Mr. Matthews' appointment at Amherstburg, they employed a butcher, and during his (Mr. Matthews') recent illness of two or three months, they employed a shoemaker to do the inspecting, when properly qualified veterinary surgeons offered their services.

As to the disinfecting of cars that have been used for the transport of United States cattle before using them for the transport of Canada cattle, or before putting them to any other use, is equally absurd. The cars are scraped out with a shovel, then washed with a few pails of water or with a hose at some tank, if convenient, and then a little whitewash in which a table-spoonful of chloride of lime to the barrel of whitewash is mixed, daubed on the floors of the cars, after which they are considered safe for the transport of Canada cattle intended for the English market. Since 1882 the Great Western division of the Grand Trunk Railway have never asked permission to take any of the cars used for through stock, for local traffic, but I think they have used them indiscriminately for all purposes. I am informed that the agreement of the Canadian with the imperial government was that the inspection should be made only during hours of daylight, and the regulations distinctly say that the inspection shall be made when the animals are unloaded, which is never done.

After the inspection of the stock was ordered at night by the government through Dr. Smith, verbally, I wrote (October, 1883) the government to say that, as the animals could not be seen at night, it was therefore utterly impossible to make any inspection whatever. To this letter I never received any reply. Recently (5th March, 1890) speaking with Mr. Wainwright, assistant general manager of the Grand Trunk Railway, he said that when he asked Mr. Lowe, deputy minister of agriculture, if the stock could be inspected at night, he (Mr. Lowe) replied that it was against the regulations, but to go ahead and do it, and the government would wink at it, which, no doubt, was the reason my letter was never answered.

As to the disinfecting, such a method to destroy the germ of the disease is either absurd, or the experience and teaching of scientific investigators as to the origin and nature of contagious cattle disease is not correct. The droppings of the animals in which the germ of the disease is always to be found, are more or less of them kicked out of the cars all along the lines of railroad from Detroit and Port Huron to Buffalo, a distance of over two hundred miles by either route, and from Port Huron to Montreal, a distance of over five hundred and fifty miles by the Grand Trunk Railway, and Canadian cattle running at large along the lines of railway, are in this distance every day exposed to the droppings scattered in this way, and liable to become infected. Recently an outburst of Texan fever occurred in Detroit near the stock yards from Texan cattle being driven a short distance through the street contrary to the state law. The animals in the neighbourhood contracting the disease by afterwards going on the same street and coming in contact with the droppings of the Texan cattle, which proves beyond a doubt that the germs of the disease are to be looked for in the droppings of the animals. I challenge Prof. Smith, or any of the officers of the veterinary department of the government, or any of the officers of the railway company immediately connected with the transport of United States cattle, under oath, to contradict any statement I have made in reference to the inspection of United States cattle in transit through Canada, and say that an animal infected with contagious disease, could be detected in the way in which the examination is made, and that the transit of United States cattle through Canada, considering the nature of contagious disease and the way in which it is spread, is not attended with great danger to Canadian stock. The inspectors are only appointed as a blind to Canadian and English farmers and English government to enable the railway to carry on the transportation of western cattle to eastern markets through Canadian territory.

Prof. Smith, chief of the veterinary staff of the Dominion government, said to me in the club room in Toronto, that he (Prof. Smith) could make the inspection and sit in his office in Toronto as well as he could by standing alongside of the car in Port Huron or Detroit. Recent reports show how suspicious the English veterinary department are of all foreign cattle (Canadian cattle not in the least excepted) and two cargoes which arrived in 1882 at Liverpool from Canada were suspected of