a conversation I had with him a year or two ago: "I got into a great mess in England; they stopped my cattle from landing. I called upon Sir Charles Tupper, and he took hold of the matter and handled it in such a manner, bringing experts from Edinburgh and other parts of the country, and slaughtering some of the cattle, and investigating the question, that within a very short time I was relieved and saved from ruin. If it ever comes in my way to thank Sir Charles Tupper I shall certainly do so. He saved me and others from severe loss." I said: "It would not hurt you very much; you are rich." He said: "I have cattle landing every few days." It shows that we have a very great advantage under the existing regulations. I see by the returns of 1888–89 that we shipped to England 60,000 head, at the value of $4,888,101, and about 37,000 head to the United States, valued at $484,000. In other words, the cattle that we shipped to England averaged a little over $83.20 a head, while the cattle we shipped to the United States averaged a little over $13 a head. Now, if the United States cattle are allowed to be shipped from Canadian ports the first thing we may expect is that the English farmer, with whom we are competing, will call upon the British Government to place Canadian cattle on the same list as American cattle. I am told by the hon. member from Compton that, according to the Montreal trade returns, we shipped last year nearly 90,000 head of cattle. If you estimate the advantage we have in the English market by not having our cattle scheduled at $10 per head, we have a benefit from the existing regulations of $900,000 a year. That is the advantage we have in the English market above what we would have if our cattle were scheduled. Everyone who has cattle to sell in this country realizes the importance of maintaining the favorable position in which we are situated. There is another fact which I wish to bring to the notice of the House: The exporters of cattle, as a general thing, contract for their space early in the season—in the latter part of the winter or towards spring they contract for this space on certain lines of ships for exporting cattle. They are shrewd and intelligent men and work together. Having contracted for the space they must fill it. What is more natural than for these shippers to say: "We know that there are 47,000 head of Canadian cattle that have to be shipped by July, because all the distillers' cattle and most of the best stock of the farmers must be shipped by that date. The shippers, knowing these facts, and having secured the space, go into the markets early and buy our cattle. It is not unreasonable to say that if the regulations were relaxed, in the manner proposed by some interested parties, these shippers would fill their ships with American cattle for three or four weeks, until the price of Canadian cattle would fall, and then go into the market and buy at reduced figures. Others could not get the space, because they would have contracted for it and the Canadian farmers would be at their mercy. There would also be the danger of bringing disease into the country, which would injure our interests very seriously and reduce the value of our cattle. Shippers are comparatively indifferent about the prices they get, whether it is four or five dollars a hundred, but it makes a great difference to the producer what price he can get for his cattle. This proposition to which my enquiry refers comes entirely from the shippers. They say: "We will be able to ship 100,000 head of cattle from Montreal if the Government will relax these regulations, and a larger number of ships will come to Montreal." That is all very well, but at whose expense would the increased shipments be? I claim and know that it would be at the expense of the Canadian producers, and I feel that the Government will not relax the regulations; but I think it my duty to call their attention to the matter, and to show the importance to Canada of the advantages that we now possess. The prices of cattle in the United States are low at present. American dead meat is being sent from Chicago to all the principal markets of the Lower Provinces paying 1 cent a pound duty and competing with Canadian meats in our own markets. Nothing would be more natural, if these regulations were relaxed, than to find our shippers going to the cheapest markets and purchasing cattle, but they cannot do so under the existing regulations. I think I have said sufficient to satisfy the House and country that we are deriving a great advantage now from the existing regulations and that it will be in the interest of the Canadian farmer to maintain them.