

tions for the inspection of stock at night. I then asked the government to pay me for such extra service, as they required me to be on the spot at night when the stock was ready for transport, to go through the performance of making an inspection of animals that I could not see in the dark. The minister of agriculture refused to ask the railway company to pay me for such extra services and the company also refused. I then wrote the enclosed document, which has since been altered by reference made by Mr. Wainwright's admission of his conversation with the deputy minister of agriculture (Mr. Lowe). I then wrote to Mr. Hickson, general manager of the Grand Trunk Railway, that I would have this matter of night inspection brought up in parliament if he did not pay me for the extra services the same as the other inspectors were receiving, and that if the attention of parliament were called to it, the minister of agriculture would not be allowed to give him this most exceptional privilege contrary to the agreement with the English government. He did not answer my letter in due time. I then wired him to know what reply he intended to make, and was answered by Mr. Wainwright that my letter was under consideration of the general manager and if I could wait his reply. I answered by wire that I could wait, but that if my demands were not acceded to I would publish this article (he of course at that time knew nothing of its contents). The next thing I received was a message from Dr. Smith from Ottawa, asking me to meet him in Toronto, in reference to the matter. I met him there and explained to him the situation in regard to the pay. He said that the manager of the railway company had handed my letter and telegrams to the minister of agriculture, and that he (the minister) was much annoyed at the threatening position I had taken. He (Dr. Smith) wanted to see the article referred to. But I did not show it to him at that time. He said that he had been instructed by the government to enquire into the matter and see what could be done. About a fortnight afterward he again wired me to meet him in Toronto. I did so. He then told me that he had had a long correspondence with the government and the railway company, and that they had refused to pay me for the extra services for which the other inspectors were being paid, and that I must make a written apology for having threatened to publish anything regarding the inspection. I told him I would not do so. I then read him this article, and got up to leave the office to go to the newspaper office to have it published. He said: "hold on, you see the situation is this, that neither the government nor the railway company can afford to have it appear that you force them to comply with your demands, and that if you will give to me, for the government, a written retraction of the threat to publish anything, that after a little time, when things had quieted down, you will get the extra pay as the other inspectors." He then wrote out what he thought satisfactory between him, acting for the government, and myself, that I would withdraw the threat to publish anything about the inspection, and go on and do the work. I signed it. Shortly after I was paid for the performance of this night inspection; after this, everything went on smoothly until recently when the government complained that I was living in Detroit, and that in addition to my duties as inspector I was engaged in the regular practice of medicine, and assumed that I had therefore neglected to make such an appearance of importance in the performance of this farce of inspection that would reflect credit on the government for their attention to the interest of Canada, and make them solid in this matter with the farmers of Canada and the English government, and therefore, have asked me for my resignation, which I give them in this article and letter, and to the farmers of Canada the plot in this great farce. It has so far served the purpose of the railroad company, and in return for which they give the government an equivalent in the way of political support, and the minister of agriculture thinks to make it appear that the regulations and inspection are of great value to prevent the introduction of animals affected with contagious disease in transit through Canada by dropping me into the soup for supposed neglect in keeping up proper appearance in this farce inspection; for the present I leave further criticism of the value of the regulations and inspection to the intelligent medical profession and farmers of Canada.

Yours respectfully,

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