

I may have said or written on the subject, and faithfully promise, if retained in my position as veterinary inspector, to endeavour to the utmost of my ability to efficiently discharge the duties pertaining thereto.

J. B. WRIGHT.

(Confidential.)

TORONTO, 19th February, 1890.

J. LOWE, Esq., Deputy Minister of Agriculture, Ottawa.

DEAR SIR,—I enclose letter received from Dr. Wright in explanation of his signing blank certificates.

I beg to state that any instructions he ever received from me were to carefully, thoroughly and honestly discharge the duties of his position, as I stated to you when in Ottawa. I have not had any communication with him since 1885.

I am, dear sir, yours truly,

ANDREW SMITH.

DETROIT, 18th February, 1890.

A. SMITH, Esq., Toronto.

DEAR SIR,—In reference to your inquiry as to the signing of certificates of inspection of stock intended for transit through Canada, before the stock is actually inspected it is sometimes done to prevent delay in crossing the river. You are aware that I have two crossings to attend situated two and a-half miles apart. Frequently stock trains which do not stop at the yards arrive, and are ready to be ferried over from each point at the same time, as it takes about half an hour to go from one point to another, one boat would have to wait that time. It takes the boat about twenty minutes from the Wabash and about ten from the Detroit and Milwaukee slip. Now, as it is the duty of the custom officer to see that the certificate is signed, before the stock is received for transport over the river, I leave the certificate signed and meet the stock in Windsor and make the inspection there, or very often the inspection is made in the yards, which are about three miles from either ferry slip, in this way preventing delay in crossing the river. This practice has always been followed since the Wabash made connections with the Grand Trunk Railway, and I was always under the impression that you were aware of it. If you were not, there never was any secret about it. I felt justified in doing this for the reason that, in a letter received from the department, I was instructed that it was my duty to "facilitate the business and not to obstruct it" and in doing this I have helped on the business without in any way (at least in my judgment) being detrimental to the interest protected by the regulations.

Yours respectfully,

J. B. WRIGHT.

TORONTO, 20th February, 1890.

J. LOWE, Esq., Deputy Minister of Agriculture, Ottawa, Ont.

DEAR SIR,—I inclose letter just received from Mr. McQueen, agent of Detroit and Milwaukee Railway, in regard to allowing Dr. Wright to sign blank certificates. My instructions to Mr. McQueen were that signing of blank certificates cannot be allowed under any circumstances.

I am, dear sir, yours truly,

ANDREW SMITH.

DETROIT, 18th February, 1890.

Dr. SMITH, V.S., Temperance St., Toronto, Ont.

*Stock Certificates.*

DEAR SIR,—Referring to the conversation I had with you as to Dr. Wright signing blank stock certificates, I would refer further to the matter by explaining the reasons why this was considered necessary, viz., the fact that the ferrying of stock from our Wabash Railway connection is about two miles down the river from