

tine establishments, being declared by the Health of Animals order in council, "infected districts."

5. The company to obtain a special clearance, by transit report, from the collector of customs at Sarnia, in bond, which shall certify that the cattle have been duly inspected, that they are free from disease, and that the cars containing them are sealed; such seals, in the case of cattle to be carried to Fort Erie, not to be broken until the train has crossed the frontier, but as regards the cattle via St. John's or Island Pond, arrangements to be made for breaking the seals and re-sealing the cars at Lyn, under the inspection of the officer of the government. If it is found necessary for the attendant to enter the cars, a door shall be opened at the end of sufficient size for a man to enter for that purpose.

6. On the Buffalo line the company's cars in which the cattle have been transported from Sarnia are to be returned from Buffalo, and to be disinfected at Black Rock, in the United States, before entering Canada on the return journey.

7. On the main line the cattle to be unloaded for food, water and rest, at Lyn yard, the cars to be cleansed there, if necessary, and the straw, droppings, etc., to be disposed of as the government officer may direct.

8. On arrival at destination, the cattle to be unloaded and the Grand Trunk Company's cars to be returned at once to Sarnia, being disinfected, as may be directed by the government officer, before crossing the frontier at St. Armand. The principle of this regulation to apply to any cattle crossing the frontier at Island Pond or Rouse's Point.

9. The company to pay the salary of an inspector, to be appointed by the government, at Sarnia.

10. The company to pay the salary of a special guardian at Stratford, to be appointed by the government, to examine trains passing that point en route to Fort Erie.

11. The company to pay the salary of a special guardian, to be appointed by the government, at Lyn, to examine the trains in passing and to see to the proper care and regulation of the yard.

12. The company to furnish the department of agriculture with the names of the requisite number of persons, for the approval of the minister of agriculture, who shall act under his instructions as guardians of the cattle trains in transit, from frontier to frontier, the company to pay the salaries of the said guardians.

13. The company to pay any further expenses incident to the carrying out of regulations of transit in question.

14. All payments for salaries or expenses to be met by the company, on orders from the minister of agriculture.

15. The company to furnish to the collector of customs at Sarnia, at Fort Erie and St. John's, also to such veterinary or other officers as may be designated, the numbers of all cars carrying United States cattle in transit, the numbers of such cars to be registered at the custom-house.

16. Cars carrying United States cattle to be prohibited from carrying Canadian cattle or forming part of any train carrying Canadian goods.

17. The litter and the droppings from cattle in transit to Buffalo to be carried across the frontier, and sufficient straw, sawdust or other material to absorb the droppings, shall be carried with each car, in all cases.

18. Any animals dying in transit, from accidents or otherwise, between the points of Sarnia and Fort Erie, to be carried across the frontier; any animals dying between Sarnia and Lyn, to be buried at Lyn, within the isolated yards, under the direction of the government officer; and any animals dying between Lyn and St. John's or Island Pond, to be carried across the frontier.

19. No cars carrying Canadian cattle under any circumstances to form a part of the same train with United States cattle.

20. No car carrying Canadian cattle to form a part of any train of returning empty cars, which shall have been used for carrying United States cattle.

21. The company to engage to give cars containing United States cattle in transit prompt despatch, so that they may not be within the territory of the Dominion longer than is absolutely necessary.