

## Inspection of Cattle.

DEPARTMENT OF AGRICULTURE, 8th August, 1891.

J. B. WRIGHT, Esq., M. D., Detroit, Mich.

SIR,—The minister of agriculture directs me acknowledge your letter of the 25th ultimo in reply to the departmental letter to you on June 20th last, on the subject of a reorganization of the cattle inspection service at Windsor, and to say to you that the statement in your letter is not sufficient answer to the specifications contained in the departmental letter referred to, the receipt of which you have acknowledged.

The minister assumes that the answer in your letter constitutes, in fact, a non-compliance on your part with specifications of duties required of you, as contained in the departmental letter referred to.

He therefore desires me to state as a consequence that your non-compliance with the specifications in such letter is a sufficient reason for not continuing your services as cattle inspector of the department under the departmental letter to you dated April 27th, 1880.

The minister directs me to notify you that your services as cattle inspector of this department will not be continued after the close of the current month.

You will please accept this letter as an official notification of such decision.

I have, etc.,

H. B. SMALL,

*Secretary of Department of Agriculture.*

(Telegram.)

MONTREAL, 22th August, 1891.

JOHN LOWE Esq.,

Deputy Minister of Agriculture, Ottawa, Ont.

We are threatened with trouble at Windsor between now and the end of the month as regards delay to traffic by the present officer, and I hope you will be able to give instructions to the new inspectors to inspect our stock in cases of emergency from this time out to avoid any chance of delay.

W. WAINWRIGHT.

DETROIT, 2nd September, 1891.

Dr. J. B. Wright encloses to the minister of agriculture an article with reference to the system of inspection of United States cattle intended for transit through Canada, copies of which were given to the Canadian press yesterday; copies were also sent to the English press.

*To the Editor.*

SIR,—In explanation of the article enclosed, it was written several years ago. The cause of its having been written was as follows:

When the transit of United States cattle was first allowed in 1880 through Canada, the instructions to the inspectors were that the inspection should be only made during the hours of daylight, and the salary was fixed at \$1,000 per annum, which, with an allowance of \$200 for Sunday service made by the railway companies, brought it up to \$1,200. Some time during the winter following when the days were short and all the stock did not arrive in time for inspection in daylight, and had to be held over night, Mr. Dow, agent for the then Great Western Railway Company, and Mr. McFadyean an employee of the road (Mr. Dow is still the agent of the Great Western Division of the Grand Trunk Railway at Windsor), came to me and said they had been sent by Mr. Stiff, manager of the railway company, to ask me if I would allow the stock to pass at night, and what I would take for doing so, and said to me that the inspector at Port Huron did it for the Grand Trunk Railway, and that the government winked at it. I replied that I could not do so without an order from the government to that effect, or discuss with them the value of such service until I had received such instructions from the government (Mr. Dow will, I have no doubt, testify to this statement under oath). Some time during the following summer, Professor Smith, of Toronto, acting for the government, gave verbal instruc-