

That arrangement has been kept in force between Canada and the United States for a considerable time. If there is no hope of the removal of the embargo placed upon our cattle in the English market, I would suggest that steps be taken at once to secure the removal of the restriction upon our cattle going into the United States. We were the first to impose these quarantine restrictions, and then the Americans meted out to us the same treatment we had measured to them. No doubt, if the Government would remove that quarantine regulation and allow American herds free access to our country, the Americans would remove their stringent regulations and would allow our cattle to go through their territory and to be shipped from their ports. I was very glad to notice that the Minister of Trade and Commerce made some reference to this matter of cattle-shipment in a recent address. I believe he stated that the Government would be justified in remonstrating with the steamboat companies that were subsidized by this Dominion for the carriage of the mails, if they did not carry our cattle from our ports to England on as reasonably fair terms as were quoted from Boston and New York. I hope that, in saying this, he was expressing the opinion of the Government. I hope they will bring their influence to bear upon these companies that are now receiving subventions for mail service, so that they may fix the rates for cattle at a point that will enable our shippers from Canada to compete reasonably with the shippers from the United States. Since the opening up of the North-west and the enormous reduction that has taken place in the value of wheat, the farmers of Ontario have been driven to the necessity of going largely into stock-raising, and one of the principal substitutes for wheat is the growing of fat cattle for shipment. Now, this industry can be encouraged. I have not the slightest doubt the Government will do everything they can to encourage it. It is one of the most important industries in the province of Ontario, and if you can secure, by the enactment of this Bill, the relief that the farmers of Ontario unquestionably stand in need of, so that they will not be hampered and subjected to extortion in the way of rates as they have been for the last two years, I believe that industry will grow to be one of the most lucrative that has yet been adopted by the farmers of that province. I can fully endorse the remarks made by my hon. friend from South Huron (Mr. McMillan). He has had an extended experience in that particular line, and is able to talk by the book when a question of that kind comes before this House, and I have not the slightest doubt that every word he has said with regard to the experience of stock exporters during the last few years, is quite true. I hope that before the Bill proceeds further, the House and the country may have some assurance from the Government that they will take

this matter up with all reasonable despatch in order that, as the mover of the Bill has truly said, it may be crystallized into law at as early a date as possible, so that favourable rates may be secured for the stock that is now being fattened in our province. I hope the Government will take this matter up before even the first reading is agreed to by this House, and that they will be prepared to announce to the House that they will take such steps as will compel the shipping companies to receive and carry the cattle of this province in order that the people may get the relief they stand so much in need of.

Sir JOHN THOMPSON. I can say in response to what the hon. member for North York (Mr. Mulock) has suggested with regard to the examination of the Bill, that all attention will be given to the subject as soon as possible with a view to meet his suggestions in so far as we are able to do it. The subject to which he refers has been under consideration for some time by the Minister of Agriculture and the Minister of Trade and Commerce, and likewise the cognate subject referred to by the two hon. gentlemen who last spoke, with regard to the export of our cattle from ports in the United States. Hon. members are well aware, and those hon. gentlemen have admitted the fact, that we must give up all hopes of the scheduling of our cattle in Great Britain being removed if we take a step of that kind, because we cannot expect the United States to confer upon our traders a privilege of that character without reciprocally allowing their cattle into our ports for the purposes of export. We should not take so grave a step as that until all hopes are extinguished of the embargo upon our cattle exported to England being removed in that country, although I am aware that there are many strong advocates in this House and out of it, of the step that has been proposed. However, the whole subject will be considered as soon as possible.

Sir RICHARD CARTWRIGHT. Will the hon. gentleman be kind enough to say whether the Government have received any communications at all from the English authorities on the subject within the last few weeks?

Sir JOHN THOMPSON. Yes, there have been communications with regard to the condition of our cattle and the rumours of cattle disease, and these have been answered by a very full report on the part of the Minister of Agriculture. These communications have been moved for, I think, by some notice on the paper at present, and they will be brought down very soon.

Mr. EDGAR. It strikes me that the uncertainty of the freight rates that are imposed by the owners of steamships in Montreal, is one of the great grievances. If there were some fixed rates which the farmers