

## Inspection of Cattle.

they should be unloaded and examined during the hours of daylight, and not allowed to proceed unless accompanied by a certificate of a veterinary surgeon that they were healthy.

To no. 1, I have simply to say it is untrue. There was no such definition in the instructions.

Allegation no. 9, stating that the order in council of April 23rd, 1880, provides that the animals inspected shall be examined during the hours of daylight, serves to show what value Dr. Wright attaches to his oath. This order in council is printed, and therefore Dr. Wright could easily have ascertained the fact before he made his affidavit. The order in council contains no such statement.

2. That during the winter following, when the days were short, the department on the solicitation of the Grand Trunk Railway officers winked at night inspection.

15. That on the 5th of March, 1890, he (Dr. Wright) was informed by Mr. Wainwright, assistant general manager of the Grand Trunk Railway, that when he (Mr. Wainwright) had asked Mr. Lowe, the deputy minister of agriculture, if the stock could be inspected at night, he (Mr. Lowe) replied, that it was against the regulations, but to go ahead and do it and the government would wink at it.

It is true as respects no. 2. that during the winter referred to, application was made to the department of agriculture to allow inspection to take place after daylight; but it is not true that I ever informed Mr. Wainwright that the department would "wink" at any breach of the regulations; and Mr. Wainwright could not have made any such statement to Dr. Wright on my authority. The records leave no doubt on this point. When the question of allowing inspections to take place at night by the aid of artificial lights was first mooted, it was met by objections, as respects the advisability of the practice, but not because it would be in contravention of the regulations which are silent on this point. I consulted the then minister, the late Hon. J. H. Pope, on the application and I communicated to him the objections which were made by Dr. Wright as to the question whether such inspection should be permitted by the department. The minister saw the seriousness of detaining cattle cars arriving at Detroit after the "short hours of daylight" in the winter time, as well on the ground of suffering to the animals, which must necessarily be caused by detaining them in the cars, as hindrance to railway traffic.

It was therefore decided by the minister that I should consult the chief veterinary officers of the department on the subject before granting the permission requested. I accordingly consulted Professor McEachran of Montreal, and Professor Andrew Smith of Toronto, I consulted each of them at different times and I found substantial agreement of opinion. Both stated that it would be impossible to detect the presence of pleuro pneumonia, against which we specially guarded, or some other forms of disease, especially in the earlier stages, by such an inspection; but both at the same time admitted that that disease could not be detected at all, especially in its earlier stages, by any inspection, even of each individual animal in a *chute* either in daylight or at night.

It was therefore decided, first, for preventing suffering to animals, and second to facilitate the transit by the railway, to authorize the night inspection.

I may add that the intention of the inspection had never in view the possibility of detecting all contagious disease among animals, especially in the earlier stages; but rather to see that all was right and that the animals which went forward were not suffering from any of the grosser forms of disease, which could be seen by simply looking at them. No other value was ever attached to this inspection, but it was yet thought well to maintain it for the purpose stated.

Mr. Wainwright may have told Dr. Wright that I had made difficulties as respects allowing any latitude in this inspection. I repeatedly made urgent representations both to him and to Sir Jos. Hickson respecting the necessity of the strictest adherence to and the most stringent carrying out on their part of the regulations agreed upon, and such being the alone condition on which the transit could be continued. I further informed them that the permission to allow the transit at all was in the first place obtained with difficulty from the veterinary authorities of the imperial privy council, that it was not regarded with special favour; and that any breach of the regulations would end it. But the permission to allow the inspection referred to was not a breach of the regulations.