

the amounts, I may say that in 1891 the value of the export was \$8,425,369. The value of the cattle exported in the fiscal year ending 30th June, 1893, was \$7,402,208, a falling off of about a million dollars. The number was reduced by about 8,000 head, but the weights not being given, of course we are not able to tell the value per pound. I propose by this Bill to authorize the Governor General in Council to fix a tariff of rates beyond which it shall not be lawful for these vessel-owners, or persons engaged in contracting for space, to go. The Bill contains certain provisions for giving effect to this regulation and provides penalties for its infraction.

Mr. McMILLAN. I desire, Mr. Speaker, to say a word concerning this Bill. If ever there was a period in the history of our cattle-shipping industry when some such enactment as this was required, the present is that period. During the last month a large number of cattle have been got ready by the feeders, but, contrary to all former experience, not a single buyer has been out purchasing cattle for the old country market. The first reason for this, I take it, is the schedule arrangement in the old country, and the second on account of the knowledge on the part of the cattle-buyers of the unsatisfactory condition of the freight rates. Let me say, Sir, that in some years, while we were paying as high as 70 to 75 shillings on cattle from Montreal to Glasgow, they were paying only from 30 to 35 shillings from Boston. If the schedule is not to be removed from the Canadian cattle in the old country, and if the Government cannot see their way to giving us some such relief as has been indicated by the hon. member for North York (Mr. Mulock), I hope they will attempt to make an arrangement with the American Government under which the Canadian cattle may be shipped in bond. I do not see why such an arrangement should not be made. Down on the Grand Trunk, American cattle are being shipped from the western to the eastern states in bond. I was down this winter, and there is a station at Lynn from which the cattle are crossing from the Canadian to the American side. The same is being done on most of the roads, but this is one of the leading roads. Seeing that the Americans are having these privileges in Canadian territory, I hope the Government will do their utmost to give us relief. It would be a great advantage if we could get our cattle sent through in bond for shipment from American ports. Before the present scheduling arrangement was imposed against Canadian cattle landing in Great Britain, some of our cattle-buyers found it profitable to send their cattle through from Montreal to Boston and ship them from Boston to British ports, even though the cattle had to be slaughtered on landing. The buyers found that, although they were obliged to accept a lower price on account of not

Mr. MULOCK.

being allowed to send their cattle inland on the hoof, they were more than remunerated by the lower freight rates they got from Boston to Liverpool and London. Last season, the trade was very unsatisfactory; many of our cattlemen went under on account of the low prices. This is something over which the Government have no control, but if they can give us relief in any of the ways suggested, I hope they will do so; for, at the present time, one of the most important industries of the agriculturists of Canada is threatened almost with destruction. I am perfectly certain that if we do not get better prices than those realized for the first shipments during 1893, the trade of shipping cattle from the province of Ontario to the old country must be very greatly injured.

Mr. McMULLEN. I would very much like to have heard a member of the Government reply to the hon. member for North York (Mr. Mulock), that we might know what they intended to do with reference to this matter. This is unquestionably a most important subject, and the hon. member for North York (Mr. Mulock) deserves credit for bringing it before the House at this early period of the session. The shipment of cattle from Canada, especially from Ontario, is a growing industry and one to which the people have turned their attention with hope, and with reasonable prospects of success, up to 1891. Since that time, owing to the scheduling arrangement in Great Britain, those engaged in this industry have suffered, but they have suffered even more from the increased rates imposed by the shipping companies from our ports to England than from the scheduling arrangement. Last year, while the price of cattle in Montreal was 5 cents a pound for shipping purposes, the same class of steers, running from thirteen to fourteen hundredweight, were selling in Buffalo market at 6 cents a pound, or virtually \$14 a head more than the Canadian price, and the animals in Buffalo, like those in Montreal, were bought for export. The difference in price was the difference in the freight rate from New York or Boston to Liverpool, as compared with the freight rates from Montreal to Liverpool. Now, with regard to quarantine arrangements between Canada and the United States, it is a matter for regret that we are deprived of the opportunity of shipping by the American route, because, with that route open, we should have competition. I am not going to find fault with the Government for the course taken that brought about the strained relations between us and the United States with regard to the interchange of horses and cattle. I believe the Government took the course it did in the first place in order to satisfy the English Government and people that we were doing everything we could to keep our cattle free from contagious diseases, and in the hope that our cattle would be relieved from the schedule in England.