

over and found my cattle in one of the stalls of the yard. They were somewhat shrunken after being driven in, and then loaded and shipped. I inquired why they had not been fed, and I was told that they never allowed cattle to be fed until they passed into the hands of the purchaser. As a matter of fact these cattle of mine were in the yard until some time about noon the following day. Having made a sale of them, I followed up the procedure of the buyer in order to see how they were used after they passed into his hands. He first classified the carload of cattle, and after purchasing them he drove them into his own stall and started to feed them. He sold them that same day to an eastern buyer, and he got the increase in weight and the increase in price. Now I understand that the stock yards in Winnipeg are not handled in the same way in Winnipeg that they are in Toronto, Montreal and other eastern centres; I believe they belong to the Canadian Pacific Railway, and that is the way they propose to handle our cattle. I think this government could well afford to investigate this matter and try and bring about, at least, the same conditions as are enjoyed in the eastern market. This a matter that should be thoroughly investigated, and I think the minister might be able to work out a system more satisfactory to the producers of cattle in the west.

Mr. HERRON. Is not there a law against combines when they have a tendency to reduce prices?

Mr. FISHER. There is when they raise prices.

Mr. WM. JACKSON. It has been a number of years now since we were prohibited from getting our cattle alive into the British market. It was claimed when that Act of prohibition went into force that it was because our cattle were diseased. I think it has been proved over and over again that that was not a fact. It does seem to me that if our cattle are not diseased we should know the reason why they are excluded from the British market. I have not so much fault to find with Great Britain for putting an embargo on our cattle if she feels like doing so, but I would like to see her put it on above-board. We well know that our cattle are not diseased, and if they are prohibited from entering the British market it is because the English and the Irish farmers do not want our cattle there. It is first and last a protection to the producer of cattle in the old country. Now the strongest opposition to the removal of the embargo in the old country comes from Ireland. As a matter of fact, none of our stock touches Ireland, so it could in no way breed disease in that district. With Ireland out of the question, there is no doubt this embargo would be moved, it is simply kept on to protect the Irish farmer from the

inroads of the Canadian cattle producer. If I were a farmer in England I would say the British government were doing perfectly right. But we are a part of the British empire. We are not so closely allied to Britain as Ireland is, yet we are a part of the British empire. We have attained manhood, and it does seem to me that we should receive more attention from Great Britain than we do. It was stated last session by the hon. member for St. Lawrence, Montreal (Mr. Bickerdike), speaking on this same question, that the British business man would just as soon buy from a Hottentot as from a Canadian, everything else being equal. There is a good deal in it, and it is for us to resent having our cattle placarded in England as diseased, when as a matter of fact the men placarding them know that they are not diseased. If we look back a few years we find that the Argentine cattle were allowed to enter Great Britain. But that is a thing of the past, and they can only now go there after being killed and entered as frozen meat. The same rule applies to American cattle. We have no preference in the British market over American cattle. But there is this thing with reference to American cattle that we have not attained to yet. They ship their cattle to the old country in two different ways. They have the dead meat trade there too, but as a matter of fact, with the dead meat trade developed as it is to-day, they still continue to ship enormous supplies of live cattle. I do not wish now to enter into the question of the benefits that would be derived to the Canadian farmer if this embargo were removed. It is a big question, it is something that, upon my word, I do not feel like tackling, even if I had time to do it. But there is one argument against removing the embargo, and I will show what it is. We all regret that in the British market to-day our Canadian cattle do not quote as high as American cattle. We are shipping to the old country meat and cattle that are not finished; we should try to ship our stuff there in a more finished state. As a matter of fact we are shipping stockers to the country to-day, but they have to be slaughtered there, and that depreciates the value of our whole industry.

Now I have no fault whatever to find with the department for the way they are looking after the suppression of disease. I have attended nearly all the meetings of the Agricultural Committee, and I am pleased to know that that committee is alive to the fact that we must be unceasingly vigilant in order to keep disease out of our country. We have only to look back some four or five years to the time when all the New England states were placarded on account of a cattle epidemic. That was in the winter, and the most direct route by which we could ship our cattle to the seaboard was by the Canadian Pacific Railway through the state of Maine; and although