

58 Victoria.

Sessional Papers (No. 11B.)

A. 1895

SUPPLEMENT TO THE REPORT OF THE MINISTER OF MARINE AND FISHERIES FOR 1894

REPORT OF THE COMMISSIONER

ON

CATTLE FREIGHT RATES

FROM THE

PORT OF MONTREAL TO PORTS IN EUROPE



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1895

No. 11b—1895.] *Price 5 cents.*

CATTLE FREIGHT RATES

To the Honourable JOHN COSTIGAN,
Minister of Marine and Fisheries.

SIR,—Adverting to the Order in Council of the 25th of August last, appointing me a commissioner to inquire into facts bearing upon complaints made with regard to freight rates charged by the owners of steamships engaged in the transportation of cattle from the port of Montreal to Europe, I have the honour to submit herewith the correspondence between myself and the steamship agents and the president and secretary of the Dominion Live Stock Association.

It will be noticed that the steamship agents declined to arrange a date on which to hold the inquiry, or to attend if a date were fixed, claiming that if any grievances exist they should be formulated, and stating that when so formulated they would attend the inquiry and reply to the charges.

The correspondence with the Dominion Live Stock Association commenced on the 24th September last. The association considered that the inquiry should be postponed until after the close of navigation, and in that view I concurred.

On the 30th November I communicated with the president of the association, requesting him to fix a date on which to commence the inquiry; but up to this date, as will be seen by the correspondence, the association failed to fix a date on which to hear the evidence of the cattle shippers.

As I am desirous of obtaining your wishes in regard to printing the correspondence for the information and convenience of Parliament, and in view of the uncertainty as to the association fixing a date, I deem it advisable to close the matter and submit my report.

All of which is respectfully submitted.

WM. L. MAGEE,
Commissioner.

OTTAWA, January 17th, 1895.

*EXTRACT from a Report of the Committee of the Honourable the Privy Council,
approved by His Excellency on the 25th August, 1894.*

On a report, dated 2nd August, 1894, from the Minister of Marine and Fisheries, directing attention to the complaints which have recently been made by shippers of cattle from Canada to ports in Europe, with regard to the freight rates charged by the several steamship companies engaged in the business.

The Minister observes that this trade has assumed very large proportions, and it is claimed by shippers that the freight rates charged them are excessive and uncalled for, and that if the companies are allowed to continue to fix the rates, this branch of Canadian trade will cease to exist.

The Minister further states that, during the recent session of Parliament, assurances were given on behalf of the Government that inquiries would be instituted into the working of this industry, and particularly into the matter of freight rates; and he is of opinion that such inquiry can best be made by a commissioner specially appointed for the purpose, and that it would be expedient and proper that such person so appointed should have the power to compel the attendance of witnesses and to take evidence upon oath.

The Minister recommends that Mr. William Loftus Magee, a chief clerk in the Department of Marine and Fisheries, be appointed a commissioner to inquire into the practical working of the cattle export trade of Canada, and into all facts bearing upon the complaints made with regard to the freight rates charged by the owners of steamships engaged in that trade, and that, as such Commissioner, he be given all the powers which may be conferred upon commissioners by virtue of chapter 114 of the Revised Statutes of Canada, intituled "An Act respecting inquiries concerning Public Traders" and of the various Acts in amendment thereof.

The Committee submit the foregoing for Your Excellency's approval.

JOHN J. MCGEE,
Clerk of the Privy Council.

OTTAWA, 18th September, 1894.

GENTLEMEN,—I have to request you to furnish me with the names and addresses of the managers of the steamship companies engaged in the cattle trade; as also the names of the cattle shippers, and the name of the secretary of the Dominion Live Stock Association.

I am, gentlemen, your obedient servant,

WM. SMITH.

Messrs. E. B. MORGAN, G. H. POPE,
Cattle Inspectors, Montreal, P.Q.

SHIPPING OF LIVE STOCK,
INSPECTORS' OFFICE,
MONTREAL, 21st September, 1894.

SIR,—In reply to your favour of the 18th, ref. 12105, we beg to inclose you herewith a list of the steamship agents and cattle shippers so far as we can ascertain from our records and careful inquiry among the cattlemen.

It is a unanimous opinion that Mr. Magee will be the best man the Government could have appointed, but they are all of the opinion it will be necessary for him to come here to hold the meetings, as this is the centre for the trade. In case you so decide, perhaps you would think our office a proper place to hold the meetings, and we shall be glad to render Mr. Magee any assistance in our power.

We have the honour to remain,
Your obedient servants,

POPE & MORGAN,
Inspectors.

The Deputy Minister of Marine and Fisheries, Ottawa.

SHIPPING OF LIVE STOCK.
INSPECTORS' OFFICE,
MONTREAL, 21st September, 1894.

Addresses of Steamship Agents and Live Stock Shippers.

Steamship Agents, Montreal, Que.—

E. & A. Allan	Allan lines.
D. Torrance & Co	Dominion line.
R. B. Murray	Beaver line.
J. Thom	Hamburg Am. Packet Co.
R. Reford & Co	Donaldson, Thompson & Ross lines.
McLean, Kennedy & Co	Columbia line.
Harling, Ronald & Co	General agents.
Munderloh & Co	General agents.
H. G. Johnston	Johnston line.

Cattle Freight Rates.

Cattle Shippers in Ontario:—

Thos. O. Robson, Pres. Live Stock Association.....	St. Mary's, Ont.
Hugh Gilchrist, Secretary. do	Montreal, Que.
James Fakins	Port Hope, Ont.
I. & E. Groff.....	Elmira, Ont.
A. Elliott.....	Kingston.
J. W. Elliott.....	do
R. Winters.....	Seaforth.
A. Rawlings.....	Forest.
McKinley Bros.....	do
T. Conners.....	do
D. Hamilton.....	do
Frayne Bros.....	do
E. Snell.....	Galt.
J. Brown.....	do
J. Scott.....	do
J. Coughlin (Grigg House)	London.
Stroud & Son.....	Hamilton.
Williams & Hall.....	Bowmanville.
J. Clegg.....	Brussel.
D. McNichol.....	Washington.
Hearn & Barbour	Guelph.
Robson & Sparling.....	St. Mary's.
J. Restorick.....	Watford.
W. C. Edwards, M.P.....	Rockland.
T. Ballantyne.....	Hensall.
Aikens & Flannigan.....	Toronto (cattle market)
J. Lunnis.....	do
A. J. Thompson.....	do
J. Sheridan.....	do
J. Dunn.....	do
Harry Dean.....	do
Rogers & Halligan.....	do
Thomas Peers.....	do
L. Coffee.....	do
J. T. Gordon	Pilot Mound, Man,
R. G. Robinson.....	Calgary, Alta.
R. Bickerlike.....	Montreal, Que.
C. E. Telfer	do
J. Ryan	Lennoxville.
Lewi Delorme.....	Montreal.
A. McIntosh	Maisonneuve, Que.
James Kerr, 239 Wellington street.....	Montreal.
C. Coughlin, Board of Trade Building.....	do
M. Green..... do	do
W. W. Craig.....	do
W. Cunningham.....	do
W. Price.....	do
T. Luddington.....	do
Gordon & Ironsides.....	do
N. Kennady.....	do
J. Henry Smith.....	do

GEO. H. POPE,
E. B. MORGAN.

OTTAWA, 24th September, 1894.

DEAR SIR,—With reference to the complaints which it is alleged have been made by shippers of cattle from Montreal to Europe, in regard to freight rates charged by the steamship companies, I have the honour to inform you that I have been appointed a commissioner by an order in council dated the 25th August last to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints, I will therefore be much obliged to you if you will kindly communicate with the cattle shippers and with the agents of the steamship companies engaged in the transportation of cattle to Europe and endeavour to fix a convenient date for holding the inquiry at Ottawa.

I have to add that the evidence will be taken under oath.

Yours truly,

WM. L. MAGEE.

HUGH GILCHRIST, Esq., Secretary, Live Stock Association.

OTTAWA, 24th September, 1894.

GENTLEMEN,—With reference to the complaints which it is alleged have been made by shippers of cattle, from Montreal to Europe, in regard to the freight rates charged by the steamship companies, I have the honour to inform you that I have been appointed a commissioner by an order in council dated the 25th of August last to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints, I will therefore be much obliged to you if you will kindly confer with the representatives of the other steamship companies engaged in the transportation of cattle to Europe and with the secretary of the Live Stock Association, Montreal, and endeavour to fix on a convenient date for holding the inquiry at Ottawa.

I have to add that the evidence will be taken under oath.

Yours truly,

WM. MAGEE.

To H. & A. ALLAN,
D. TORRENCE & Co.
H. E. MURRAY & Co.
J. THOM.
R. REFORM & Co.
MCLEAN, KENNEDY & Co.
HARLING, RONALD & Co.
MUNDERLOH & Co.
H. G. JOHNSTON.

BOARD OF TRADE BUILDING, MONTREAL, 27th September, 1894.

SIR,—Replying to your letter No. 12105 of the 24th inst.

Until we are informed that a complaint has been made, and are furnished with the particulars, we cannot take a part in the inquiry which it is proposed to hold into the working of the cattle export trade of Canada.

Yours truly,

H. E. MURRAY, *General Manager.*

WM. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa.

MONTREAL, 27th September, 1894.

DEAR SIR,—We beg to acknowledge receipt of yours of the 24th instant, and contents have our best attention. We have not heard of the complaints you mention, and cannot think on what grounds such should be made, seeing that our rates, and we think those of other steamship lines have been below those ruling from the chief American ports, whilst our expenses are greater owing to Canadian Government regulations. Be-

Cattle Freight Rates.

fore agreeing to give information, (which we suppose is not compulsory on us) we would like to be informed of the exact nature of the complaints made, so as to be able to look into same, and know how to answer them. We would also like to know why the inquiry is restricted to steamship freights alone, seeing that the steamships are only partners with the railways in carriage of cattle between the points where the cattle are first shipped, and finally sold. We think an inquiry would show that the railways have had much better paying rates than the steamers, and have not been handicapped as the steamship companies have been by expensive Government regulations. We also think Montreal would be the best place to hold such inquiry, the offices, books, etc., of parties concerned being here and available for reference on many points that will unexpectedly crop up if the inquiry is to be an exhaustive one, and do any good. Steamship owners or agents have not much spare time, and going to Ottawa means most of the day in the train, and a very short and unsatisfactory time in Ottawa, and nothing thoroughly discussed or understood.

We are yours truly,

ROBERT REFORD & CO.

WM. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa.

13 ST. JOHN STREET, MONTREAL, 27th September, 1894.

DEAR SIR,—I am in receipt of your letter of the 24th inst. advising that you "had been appointed commissioner to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints."

Regarding the alleged complaints, it would very much facilitate matters if we knew exactly what these complaints were, and I will be glad if you will kindly advise me what they consist of. With this information it will enable me to meet the complaints the more readily. Under your commission, I presume, that in getting at all the facts bearing upon the cattle export trade, it will be competent to call in question the rates of freight charged by our railways from interior points to Montreal. I consider that it is just as important to call in the railway officials as dealing solely with the steamship representatives, as from statements made by cattlemen, I am of the opinion that rates from interior points to Montreal are much higher, comparatively, than from the same points in Ontario to an American port, for instance, Boston.

With reference to holding the inquiry at Ottawa, I respectfully submit that Montreal is the place where the inquiry should be made, as should we require evidence or access to papers in our offices, they will be within a convenient distance.

I am, dear sir,

Yours very truly,

JAMES THOM,

Manager.

WM. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa, Ont.

BOARD OF TRADE BUILDING, MONTREAL, 28th Sept., 1894.

SIR,—We are in receipt of your letter No. 12105 dated 24th of September, 1894, from which we note you have been appointed a commissioner by an Order in Council dated 25th of August last, to inquire into the practical working of the cattle export trade in Canada.

With reference to the complaints alleged to have been made by shippers of cattle from Montreal to Europe in regard to the freight rates charged by steamship companies, we beg to say that we cannot see what grounds for complaint they can possibly have as far as this year is concerned when the average rate charged by Montreal steamship companies, ourselves included, from the opening of navigation, is fully five shillings per head less than the average rate obtained from the United States to England during the same period. This we can prove by records held in our offices in Baltimore, Boston and this office.

We have little or no experience of the rates of freight that may have been charged from Montreal in past years as this is our first year of doing business in Montreal.

We have conferred with the representatives of the other steamship companies and it seems to us that it would be advisable if the lines concerned were further advised as to the points on which evidence will be required of them.

The disadvantages under which Montreal lines labour as compared with lines trading from the United States have been fully pointed out in the memorial dated February 1st, 1893, addressed to the Honourable Sir John Thompson by steamship agents interested, and these disadvantages still exist.

If there is any information you may require and it is in our power to give it, we shall be pleased to do so.

We are,

Yours truly,

WM. JOHNSTON & CO., LTD.,

H. G. JOHNSTON, *Local Director.*

W. L. MAGEE, Esq., Department Marine and Fisheries, Ottawa.

MONTREAL, 28th September, 1894.

SIR,—We have your esteemed letter of the 24th instant informing us that you have been appointed a commissioner to inquire into the practical working of the cattle export trade of the Dominion and more particularly into certain complaints made by sundry cattle shippers of the excessive freight rates charged by the steamship lines for the conveyance of their animals from Montreal to ports in Europe; and asking that we confer with the other steamship companies here and endeavour to fix a convenient date for holding an investigation at Ottawa.

On making inquiry of the various steamship agents we found that you had addressed to each of them a letter similar to that under acknowledgment and that many of them were preparing their replies. Seeing that the alleged complaints of shippers must of necessity be personal to each such, and applicable to particular shipments by particular vessels, it would seem the more reasonable course that each agent should answer for himself alone and not one for the other.

For ourselves, we beg to say that so soon as any complaints against us are formulated with you and the essential facts proved to your satisfaction, we will be most happy to appear before you and submit our side of the matters at issue with evidence to sustain it.

We inclose for your information certain printed papers bearing upon the general question and would be glad to know whether you contemplate an investigation into all the points raised therein or only into the relative cost of conveyance of animals from the interior to Europe.

We suppose that an inquiry into the larger issues raised by the shipping interests in their letter to the First Minister of date February 1st, 1893, is beyond the scope of your commission.

We are,

Your obedient servants,

H. & A. ALLAN.

W. L. MAGEE, Department Marine and Fisheries, Ottawa.

MONTREAL, 29th September, 1894.

DEAR SIR,—We have to own receipt of yours of the 24th inst., advising us that you had been appointed a commissioner by an Order in Council, under date 25th August last, to inquire into the practical working of the cattle export trade of Canada, and into all the facts bearing upon the alleged complaints, and asking us to confer with the representatives of the other steamship companies engaged in the transportation of cattle to Europe, and with the secretary of the Live Stock Association here for the

Cattle Freight Rates.

purpose of fixing a convenient date for holding the inquiry at Ottawa, and we further note that the evidence is to be taken under oath.

Before consenting to be a party to this inquiry, we would like to know something of the alleged complaints, and wherein they consist, and we would further like to know if the railways, which are so much interested in this business, and who have been exacting a pretty severe toll from the shippers, are to be included in this inquiry.

There can be no question that the rates from Montreal have been for some time very much lower than at any other Atlantic port, while the expenses in consequence of the Government regulations are very much heavier, and the number of cattle allowed to be considerably less.

We should further like to know if our attendance at Ottawa for such inquiry is compulsory, and we have to add that we are of the opinion the inquiry would be held very much better here than at Ottawa, for all the companies concerned have their books and papers here for easy reference if necessary.

Yours truly,

DAVID TORRANCE & CO.,
Agents.

WM. L. MAGEE, Esq., Commissioner, the Deputy Minister of Marine, Ottawa.

OTTAWA, 2nd October, 1894.

GENTLEMEN—I have to acknowledge receipt of your letter of the 29th ultimo asking for information as to the nature of the complaints alleged to have been made against the steamship companies engaged in transporting cattle from Montreal to Europe, and in reply, I inclose you a copy of a Bill brought before Parliament last session by Mr. Mulock, and described as "An Act respecting Ocean Freight Rates on Cattle," the preamble of which sets forth, that owing to combinations on behalf of shipowners and other causes, the rates of ocean freights for cattle have generally been excessive and have at all times been uncertain, and that for these reasons the interests of the farmers engaged in raising cattle and the trade and commerce of the whole country have been seriously prejudiced.

The inquiry will be held in Ottawa, but attendance will not be compulsory, as it is considered if the matters complained of have any foundation in fact the parties interested will not require compulsion in the matter of attendance.

I will be glad to hear from you again and to know whether you have had any communication with the secretary of the Live Stock Association on the matter.

I am, gentlemen,

Your obedient servant,

WM. L. MAGEE.

D. TORRANCE & Co.,
WM. JOHNSTON & Co.,
ROBERT REFORM & Co.,
JAMES THOM, Esq.,
H. E. MURRAY, Esq.,
Montreal, P.Q.

OTTAWA, 2nd October, 1894.

GENTLEMEN,—I have to acknowledge receipt of your letter of the 28th ultimo asking for more precise information in regard to the alleged complaints against the steamship companies transporting cattle from Montreal to Europe in regard to ocean freight rates. In reply I inclose for your information a copy of a Bill brought before Parliament last session by Mr. Mulock, and described as "An Act respecting Ocean Freight Rates on Cattle," the preamble of which sets forth that owing to combinations on behalf of shipowners and other causes the rates of ocean freights for cattle have generally been excessive and have at all times been uncertain, and that for these reasons

the interests of the farmers engaged in raising cattle and the trade and commerce of the whole country have been seriously prejudiced.

The inquiry will be held at Ottawa, but attendance will not be compulsory, as it is considered if the matters complained of have any foundation in fact the parties interested will not require compulsion in the matter of attendance.

I am obliged to you for the printed papers and I agree with you in thinking that the larger issues raised in the letter to the First Minister of the 1st February, 1893, would be beyond the scope of the intended inquiry.

Yours truly,

WM. L. MAGEE.

Messrs. H. & A. ALLAN, Steamship Agents, Montreal, P.Q.

BILL

AN ACT RESPECTING OCEAN FREIGHT RATES ON CATTLE.

WHEREAS the raising of cattle in Canada for export to the United Kingdom has assumed very large proportions and now constitutes a leading feature of Canadian husbandry; and whereas the transportation of such cattle is restricted almost wholly to the St. Lawrence route; and whereas, owing to combinations on behalf of ship-owners and to other causes *the rates of ocean freights for such cattle have generally been excessive and have at all times been uncertain*, whereby not only the interests of the farmers engaged in raising cattle, but also the trade and commerce of the whole country have been seriously prejudiced; and whereas, in order to prevent further injury to public interests and to promote the welfare of the cattle industry, it is necessary to provide against further excessive freight rates and unexpected increases of such rates; therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council shall from time to time fix the rates of freight chargeable or recoverable for the transportation of cattle from ports in Canada to ports in the United Kingdom.
2. In the fixing of such rates due regard shall be had to the interest of persons engaged in the cattle industry as well as those interested in the carrying trade.
3. Before the fixing or changing of such rates, a reasonable opportunity shall be afforded to all interests concerned to make representations to the Governor in Council touching such rates.
4. The Order in Council fixing such rates shall name a day when they shall come into force, and shall be published in the *Canada Gazette*; and the rates so fixed shall be the only rates chargeable or recoverable for transportation of cattle as aforesaid until varied by Order in Council published as aforesaid.
5. No person shall on behalf of any ship, or of any master of any ship, or of any one in possession, command or control of any ship, or on behalf of any one being an owner or mortgagee of any ship, or otherwise having an interest in any ship, contract for any rates for the transportation of cattle as aforesaid in excess of those so fixed by Order in Council.
6. No such person shall make any contract for cattle space for the transportation of cattle as aforesaid without also at the same time providing in such contract for the rate of freight of such transportation.
7. No such person shall load or authorize to be loaded or to be retained on board of any ship any cattle intended to be thereby transported from a port in Canada to a port in the United Kingdom, unless a contract has been first entered into whereby no rate of freight for the transportation of such cattle as aforesaid shall be chargeable or recoverable in excess of the rate fixed as aforesaid.
8. No person as aforesaid shall either directly or indirectly receive any moneys in excess of the amount mentioned in such contract for the transportation of the cattle in

Cattle Freight Rates.

such contract mentioned ; and all money directly or indirectly paid with respect to any cattle transported or intended to be transported as aforesaid shall be deemed paid on account of the rates contracted to be paid.

9. No officer of customs shall grant a clearance to any ship having on board live cattle for transportation to any port in the United Kingdom unless he has been first satisfied that the provisions of this Act with respect to the freights for such cattle have been complied with.

10. The Governor in Council may make rules and regulations for the guidance of officers of customs in discharging their duties under the next preceding section.

11. Every person as aforesaid who on behalf of any ship, or of any master of any ship, or of any one in possession, command or control of such ship, or on behalf of any one being an owner or mortgagee or otherwise having an interest in any ship, contracts for any rates to be paid for the transportation of cattle as aforesaid in excess of those fixed by Order in Council as aforesaid, or who contracts for cattle space for transportation of cattle as aforesaid without at the same time providing in such contract for the rate of freight of such transportation, or who loads or authorizes to be loaded or to be retained on board of any ship any cattle intended to be thereby transported to some port in the United Kingdom as aforesaid, without a contract having been first entered into whereby the rate of freight chargeable or recoverable as aforesaid with respect to the transportation of such cattle is not therein limited to a named rate not exceeding the rate fixed by Order in Council as aforesaid—or who directly or indirectly knowingly receives any money for the transportation of cattle as aforesaid, and such money together with any other moneys received or to be received on the same account makes an amount in excess of the amount chargeable or recoverable under the provisions of such Order in Council—shall be guilty of an indictable offence, and the ship shall also be liable to a penalty of five thousand dollars and may be seized and detained by any chief officer of customs whenever and wherever found in Canada until such penalty and the costs of seizure are paid.

12. A prosecution under this Act shall not be instituted except by and with the consent of the Minister of Marine and Fisheries.

13. In addition to the penalties aforesaid any person found guilty as aforesaid shall be liable to a fine of not less than double the amount of freight collected or charged, as the case may be, in excess of the amount authorized as aforesaid, which fine when collected shall be paid to the person shipping the cattle with respect to which such excess was charged ; and, subject to this provision, all penalties recovered under the provisions of this Act shall be paid over to the Minister of Finance and Receiver General and form part of the Consolidated Revenue Fund of Canada.

MONTREAL, 3rd October, 1894.

SIR,—We are this morning in receipt of your letter of the 2nd instant in this matter.

In our respects of the 28th ulto. we did not ask for "more precise information regarding the alleged complaints against the steamship companies." Probably one or more of our neighbours may have done so in which event that part of your letter answers their inquiries rather than ours.

We note that some of the allegations against us are to the effect that we are in combination with the other steamship agents of this city ; that our freight rates are generally excessive and at all times uncertain ; and that the trade and commerce of the country have been seriously prejudiced thereby.

So soon as these or any other charges against us are formulated and evidence adduced to sustain them, we will be ready to appear before you and present our side of the question at issue.

• We remain, your obedient servants,

H. & A. ALLAN.

W. L. MAGEE, Esq., Marine and Fisheries Department, Ottawa.

13 ST. JOHN, STREET, MONTREAL, 4th Oct., 1894.

DEAR SIR,—I have to own receipt of your letter of the 2nd inst. inclosing copy of a bill introduced before Parliament last session by Mr. Mulock, entitled "An Act respecting ocean freight rates on Cattle."

The charge,—“Whereas owing to combinations on behalf of shipowners and to other causes, the rates of ocean freights for such cattle have generally been excessive, and have at all times been uncertain.”

To the foregoing I must give a general denial as to its correctness. If any specific charges are to be made against this company, we will, as soon as they are formulated, be prepared to refute them. Meantime, we do not consider the charges have any foundation in fact, and therefore do not purpose going to Ottawa.

We have had no communication with the Secretary of the Live Stock Association.

We are, dear sir, your very truly,

JAMES THOM,

Manager.

W. L. MAGEE, Esq., Marine and Fisheries Department, Ottawa.

OTTAWA, 5th October, 1894.

GENTLEMEN, - I have to acknowledge the receipt of your letter of the 3rd instant, and notice what you state in regard to being ready to appear and reply to any charges formulated against you, when reliable evidence is proffered in support thereof.

Yours truly,

WM. L. MAGEE.

Messrs. H. & A. ALLAN, Steamship owners, Montreal.

OTTAWA, 5th October, 1894.

DEAR SIR,—Referring to my letter of the 24th of September last, in regard to the intended inquiry into alleged complaints against the steamship companies in the matter of ocean freight rates on cattle, I now inclose you for the information of the association, a copy of a bill brought before Parliament last session by Mr. Mulock, M.P., the preamble of which states that owing to combinations on behalf of shipowners and other causes, the rates for ocean freights for cattle have generally been excessive, and have at all times been uncertain.

I will be glad to hear from you as soon as convenient, whether the association has any evidence to offer in this matter, and whether any agreement has been come to as to the date on which to hold the inquiry.

Yours truly,

WM. L. MAGEE.

HUGH GILCHRIST, Esq., Secretary, Live Stock Association, Montreal.

MONTREAL, 4th October, 1894.

DEAR SIR,—We have yours of the 2nd inclosing copy of proposed Bill by Mr. Mulock *re* Ocean Freight Rates on Cattle. Both have our best attention. We have, of course, heard of this Bill, but had not seen it before, supposing it to be a mere election bid for votes, and we cannot suppose the Government seriously mean to consider such a Bill, even supposing there was ground for complaint, which there is not. It seems to us that they might just as well pass bills to regulate the price of wheat, pork, rents, and everything else that has a market value. Such a measure might, we suppose, be possible in China, but surely not in Canada or any British colony. We surely have the right to get the highest rate we can for our cattle space, and the cattle shippers are not compelled to take it unless they wish. If such a law were possible, all the shippers of grain, flour, deals, apples, &c., would want a similar law passed in their favour, and the

Cattle Freight Rates.

boats would simply have to cease running, as they likely will have to do in any case owing to unremunerative freights now and for some time past. There is, besides, absolutely no grounds for the assertion that we are or have been charging excessive rates; neither is there, nor has there been for years, any combination to raise or sustain rates between shipowners, nor has the cattle trade, or the farmers' interests, or trade or commerce of the country in any way been injured. All such assertions are entirely untrue. On the contrary, we have for the past two years been accepting rates often much below those ruling from the chief American ports, with additional heavy drawbacks through regulations imposed upon us by the Canadian Government, such as having to place ventilating fans in the boats, give increased and unnecessary space to each bullock, and other things which boats running to American ports escape.

Freight rates have not for the past two years averaged 50 shillings per head—we think nearer 40 shillings—and this we claim is an exceedingly low rate, too low for profit and lower than almost any other freight is carried for. A head of cattle occupies 200 cubic feet. Off the 50 shillings freight comes cost of fittings, say 10 shillings; cost of cattle drivers and foremen carried to England and back, at least 3 shillings per head of cattle; cost of feed carried, and other cargo shut out in consequence, say 5 shillings per head; loading and unloading, cleaning steamer, and other minor charges, 2 shillings per head, or 20 shillings per head in toto, leaving the steamer net 30 shillings per head for carrying cattle 3,000 miles.

Two hundred cubic feet, the space occupied by a head of cattle, is equal to 5 cubic tons—40 feet to the ton, so the steamer only gets equal to 6 shillings per ton. We understand the cattle rate between Ireland and England, 40 or 50 miles—no fittings required and no feed carried—is 10 shillings to 12 shillings and sixpence per head, and 15 shillings from Denmark, 200 to 300 miles.

The Canadian railways also get far higher proportionate rates than the steamers, and do combine to keep up rates and have kept them up, and are constantly increasing them; why are they not brought in by Mr. Mulock.

Yes, rates are very uncertain, the same as every other thing affected by the ups and downs of trade and markets, but the steamship companies are to be pitied not blamed, for this uncertainty. They would gladly, like the railways, make a yearly rate for cattle—and every farmer and shipper in Canada can to-day and could for years past make a positive and fixed rate for all his shipments from 1st May to 1st December. That they have not done so is because they have wished to take the chances of rates coming down—and so catching the steamers, and they have often succeeded—far more often than the steamers caught them by an advance.

The Bill wants a penalty for any infringement of the law, for steamers accepting higher rates than fixed by law, but there is no penalty against a shipper breaking rates and shipping under rates fixed by law. This is a nice sample of justice.

We presume this Bill of Mr. Mulock's is simply to make capital for himself and party at coming elections, and we would like to help the government to defeat such tactics, but we cannot afford the time to go and hang round Ottawa for an unlimited time, and this inquiry if made with even an appearance of real business would take weeks, a careless or inefficient inquiry might do much harm to our interests, by allowing false reports to get abroad and also help Mr. Mulock—a careful patient inquiry here, might do some good if held after shipping season is closed, say in December, we have no time to give to it earlier.

We have had no communication from the secretary of the Live Stock Association—and we will not interest ourselves in any inquiry that does not bring in the railways and all others interested in carriage and handling of export cattle. We want all the facts brought out so as to get proper remedie—if such are needed.

We are yours truly,

ROBERT REFORD & CO.

WM. L. MAGEE, Esq., Department of Marine and Fisheries, Ottawa.

ST. MARY'S, 13th October, 1894.

DEAR SIR,—A communication was sent to H. Gilchrist, Secretary Dominion Live Stock Association, but as that gentleman has been in Manitoba for some time, the communications have been forwarded to me. They refer to the matter of ocean freight rates on cattle, I have spoken to several members of the executive committee who are in the export trade, and we have decided to call a meeting of the committee shortly, and bring the matter before them.

Those whom I spoke to thought the proper time to hold the inquiry would be after navigation closed. However, we shall communicate with you at once after our meeting, and, in the meantime, may arrange with the steamship agencies as to a satisfactory time.

I am yours sincerely,

T. O. ROBSON,

President.

WM. L. MAGEE, Esq., Marine and Fisheries Department, Ottawa.

OTTAWA, 15th October, 1894.

DEAR SIR,—I have to acknowledge receipt of your letter of the 13th instant, in regard to cattle freights, and stating that you had spoken to several of the executive committee who are in the export trade, and you had decided to call a meeting shortly, but you thought the best time to hold the inquiry would be after the close of navigation, and in reply beg to inform you that I quite agree with your view that the best time to hold the enquiry will be after the close of navigation.

Yours very truly,

WM. L. MAGEE.

T. O. ROBSON, Esq., President Dominion Live Stock Association, St. Mary's.

OTTAWA, 30th November, 1894.

DEAR SIR,—Referring to your letter of the 13th ultimo, in regard to cattle freights, in which you state that you had spoken to members of the executive committee who are in the export trade, and you had concluded that the best time to hold an inquiry would be after the close of navigation, I am to inform you that as the shipment of cattle has ceased, I will be much obliged if the cattle shippers will fix on a date on which to hold an inquiry at Ottawa.

Yours truly,

WM. L. MAGEE.

T. O. ROBSON, Esq., President Live Stock Association, St. Mary's, Ont.

OTTAWA, 30th November, 1894.

DEAR SIR,—Referring to a letter received from Mr. T. O. Robson, President of the Live Stock Association, Montreal, of the 13th ultimo, in regard to cattle freights, in which he states that he had spoken to several members of the executive committee who are in the export trade and they had concluded that the best time to hold an inquiry would be after the close of navigation, I beg to inform you that as the shipment of cattle has ceased, I will be much obliged if the cattle shippers will fix a date on which to hold the inquiry at Ottawa.

Yours truly,

WM. L. MAGEE.

HUGH GILCHRIST, Esq., Secretary, Live Stock Association, Montreal,

Cattle Freight Rates.

ST. MARY'S, 3rd December, 1894.

DEAR SIR,—Yours of the 30th ultimo received, in reply would say I have called the executive committee of Live Stock Association for Friday next, Dec. 7th, at which the matter you wrote me about *re* ocean rates on cattle will be taken up, and a time appointed when the exporters can meet you at Ottawa.

Our secretary shall communicate at once to you the result of our meeting.

I am, yours truly,

T. O. ROBSON,

President D. L. S. A.

WM. L. MAGEE, Esq., Marine Department, Ottawa.

DOMINION LIVE STOCK ASSOCIATION, SECRETARY'S OFFICE,
MONTREAL, 3rd December, 1894.

DEAR SIR,—In reply to yours of the 30th ultimo, I beg to inform you that the annual meeting of this association will be held at the Albion Hotel, Toronto, on Friday, 7th inst., at two p.m., when the subject referred to in your letter will be brought before the meeting. We shall be pleased to have you attend if convenient.

I have been requested by the president to ask you kindly to send copy of the commission, that the meeting can see what subjects are to be investigated.

Please address to Toronto in care of Mr. A. J. Thompson, cattle exporter, and I will get document at the meeting.

As soon as a time for the investigation is named I will let you know.

Yours truly,

H. GILCHRIST,

Secretary.

WM. L. MAGEE, Office of Deputy Minister of Marine, Ottawa, Canada.

OTTAWA, 4th December, 1894.

DEAR SIR,—I have to acknowledge receipt of your letter of the 3rd instant, informing me that you had called the executive committee of the Live Stock Association for the 7th instant, and in reply I beg to inform you that I have this day written the secretary of the Association inclosing a copy of the commission.

Yours very truly,

WM. L. MAGEE.

T. O. ROBSON, Esq., President, Live Stock Association, St. Mary's, Ont.

OTTAWA, 4th December, 1894.

DEAR SIR,—I have to acknowledge receipt of your letter of the 3rd instant informing me that the annual meeting of the association will be held at Toronto on the 7th instant, when the question of fixing a date on which to hold the inquiry referred to in previous correspondence will be decided.

I am obliged to you for your kind invitation to attend the meeting of the association, but regret that my official duties will prevent my availing myself of the pleasure.

I inclose you a copy of the commission as requested.

Yours very truly,

WM. L. MAGEE.

H. GILCHRIST, Esq., Secretary, Dominion Live Stock Association.

OTTAWA, 18th December, 1894.

DEAR SIR,—Referring to your letter of the 3rd instant in regard to the matter of holding the inquiry into the matter of cattle freights, I have to request you to be good enough to inform me whether the association has fixed on a date for holding the inquiry referred to.

Yours very truly,

WM. L. MAGEE.

H. GILCHRIST, Esq., Secretary, Live Stock Association, Montreal, P. Q.

DOMINION LIVE STOCK ASSOCIATION, SECRETARY'S OFFICE,
MONTREAL, 26th December, 1894.

DEAR SIR,—In reply to yours of 18th inst., I beg to inform you that a committee was appointed at the annual meeting whose duty it was to arrange a date and suggest course to be pursued and name parties whom it would be well to call to give evidence. It was intended to try and have the time fixed about the middle of January. As soon as I have definite instructions I will communicate with you.

Yours truly,

H. GILCHRIST,

Secretary.

Mr. WM. L. MAGEE, Ottawa, Ont.

OTTAWA, 28th December, 1894.

DEAR SIR,—I have to acknowledge the receipt of your letter of the 26th instant, informing me that the association had appointed a committee, at its annual meeting to arrange the course to be pursued and to arrange a date in regard to the inquiry into cattle freight rates and that as soon as you have received definite instructions you will communicate again with me.

I shall be pleased to hear from you when you have received further instructions in the matter.

Yours truly,

WM. L. MAGEE.

H. GILCHRIST, Esq., Secretary Dominion Live Stock Association, Montreal, P. Q.

(Printed Letter.)

DOMINION LIVE STOCK ASSOCIATION, SECRETARY'S OFFICE,
MONTREAL, 12th January 1895.

At a meeting of the executive committee of this association held in Toronto on the 11th inst., the following resolution was unanimously passed :

"That in the opinion of this committee it is unnecessary in the interests of the live stock trade of Canada, that this association, as at present constituted, be continued, and its discontinuance is strongly recommended; and that the secretary is hereby instructed to call a meeting of the association at an early day for the purpose of considering, and, if deemed advisable, of adopting this recommendation.

It is further resolved, and this committee recommends, that any funds now under the control of the association or the committee, and the minute books and other books, forms and stationery of the association, be placed in the hands of F. Hunnisett, of Toronto, for the purpose of dealing with the same for the benefit of all concerned or as the association at its meeting may determine."

You are urgently requested to attend a special general meeting of the association at the Albion Hotel, Toronto, on Tuesday, 22nd inst., at 1 o'clock, p.m., to take into consideration the above resolution.

Yours faithfully,

H. GILCHRIST,

Secretary.

Cattle Freight Rates.

GRAND TRUNK STOCK YARDS,
MONTREAL, 6th March, 1895.

DEAR SIR,—I am instructed by a large number of those who were members of this association to inform you that they have in no way receded from the charges which they made against the steamship companies carrying live stock from this port to British ports. They have seen in the public press a statement to the effect, that the association failed to appear before the commissioner, and that the commissioner so reported to the government. They state this is an error, as none of the cattlemen have been notified of an investigation nor summoned to attend. They wish me to inform you they are fully persuaded they can prove all charges as per their manifesto of 11th April, 1894. I understand they are desirous of having this inquiry opened again (if any inquiry took place). If it is possible to do this, I would suggest the following be called to give evidence:—Thos. Crawford, Jno. Dunn, A. J. Thompson, Toronto, Ont.; R. Bickerdike, C. Coughlin, Montreal. I inclose herewith a letter from Mr. Crawford, which will show you the feeling in the matter. If no use to you, you will please return it to me. This manifesto referred to may suggest some further names, which it might be well to call to give evidence. Hoping an opportunity can be given them to prove those charges.

Yours respectfully,

H. GILCHRIST,

Er Secy. D. L. S. A.

P. S.—The inclosed marked B was duly sent me, but as there were some who thought the investigation could do but little good, it was not forwarded owing to the unsettled condition of the association at the time. This is the list of witnesses suggested by the committee. I strike my own name off.

H. G.

WM. L. MAGEE, Marine Department, Ottawa.

B.

TORONTO, 11th December, 1894.

DEAR SIR,—The committee appointed at the general meeting of the association relating to ocean freights, met to-day and decided that you should notify the committee appointed by the government to make inquiries relating to ocean freights, that a meeting of these committees be arranged for between the 1st and 15th day of January, 1895, for the taking of evidence on the subject, and that the subjoined list of gentlemen may be notified to attend and give evidence:

Mr. C. Coughlin,
Mr. Robert Bickerdike, Montreal;
Mr. A. J. Thompson,
Mr. John Dunn, Toronto;
Mr. John Coughlin, London or St. Thomas;
Mr. J. W. Elliott, Kingston;
Mr. John Scott, Galt;
Mr. John Brown, Galt;
Mr. A. Rawlings, Forest.

Faithfully yours,

THOS. CRAWFOD.

H. GILCHRIST, Esq., Secretary, Dominion Live Stock Association, Montreal.

OTTAWA, 8th March, 1895.

DEAR SIR,—I have your letter of the 6th instant, stating that you had been instructed by a number of those who were formerly members of the Dominion Live Stock Association, to inform me that they have in no way receded from the charges which they made against the steamship companies carrying live stock from Montreal to British ports, and that they have noticed in the public press statements to the effect

that the association failed to appear before the commissioner, and that the commissioner so reported to the government, and that they complain they were not notified of the investigation, nor were they summoned to attend. Also, that they are fully prepared to prove all charges as stated in their manifesto of the 11th April, 1894, and that you understand they are desirous of having this inquiry reopened, and that if it is possible to do this, you would suggest that certain gentlemen be called to give evidence.

I also notice that you state the inclosure marked "B," dated 11th December, 1894, was sent you, but as there were some of the cattle shippers (members, I presume of the association) who thought that the investigation could do but little good, you did not send it to me, owing to the unsatisfactory condition of the association at the time.

In reply I have to state, as you are aware, that I did not correspond individually with the cattle shippers, but I corresponded with yourself and Mr. Robson, president of the association, and if the cattle shippers who now instruct you to write to me were in ignorance of the fact that the machinery was provided for an investigation, the reasons for their not being notified can better be explained by yourself and the president of the association than by me.

With reference to the manifesto of the 11th April, 1894, I may state that I know nothing about it. I have never seen a copy of it, although I should have been glad to have received one.

In regard to their desire to have the inquiry reopened, I may state that having waited a very long time for the association to appoint a delegation of their members to appear before me, and furnish whatever evidence they had to furnish, and having noticed indications that the association was about to dissolve, and for reasons connected with the printing of my report and the laying of it before Parliament, I deemed it expedient to leave the matter open no longer, and I am of the opinion that when I closed and presented my report to the Minister of Marine and Fisheries, I surrendered whatever powers I hold as commissioner and am therefore unable to reopen the matter.

As I before stated, the correspondence was between yourself, the president of the association and myself, and I am inclined to think you will agree with me that if the shippers of cattle are given access to the correspondence, they will be satisfied as to where the failure rests in the matter.

As requested I return you the inclosures. I will be pleased to know if there is any prospect of the association being reorganized?

Yours truly,

WM. L. MAGEE.

H. GILCHRIST, ex-Secretary Dominion Live Stock Association, Montreal.