

Department of Agriculture, as they naturally should be, cattle lost overboard and dead reducing the number. During the past two years a third set of figures has been provided—those procured by the Department of Marine, being a per head account of all cattle actually shipped. The figures of the Department of Agriculture and Department of Marine for 1893 exactly correspond. Those for 1892 vary by 24. These figures of the Departments of Marine and Agriculture must, therefore, be considered accurate. This explanation is necessary to account for the discrepancy between the table given above for the years 1877-93 and the Customs returns.

434. The next table, which gives the shipments to the different ports in the last two years, shows that a very considerable change took place in the positions of the several points of distribution :—

PORTS TO WHICH CATTLE WERE SHIPPED FROM MONTREAL,  
1891, 1892 AND 1893.

PORTS.	1891.	1892.	1893.
Liverpool.....	32,138	28,921	33,104
Glasgow.....	31,647	29,726	19,001
Dundee.....	12,013	8,549	.....
Aberdeen.....	10,761	6,654	.....
London.....	9,173	7,931	23,943
Bristol.....	8,964	8,821	5,076
Newcastle.....	3,645	7,772	2,098
Antwerp.....	.....	.....	100
Various.....	809	381	.....

435. The following extract from an English class journal, though intended to affect public opinion in favour of the scheduling of Canadian cattle, bears testimony to the superior character of our cattle :—

“It is well known that Scottish cattle-feeders are very earnest in their efforts to obtain the opening of British ports to Canadian store stock, and if the experiences recently related by Mr. W. Sutherland, of Peel, Tibbermuir, Perthshire, are not exceptional, there is no cause for wonder at their anxiety. The assertion has been frequently made that Canadian cattle pay better than Irish or home-bred animals, but the statement has been very much doubted. Mr. Sutherland, has, however, put the matter to the test. He took fifteen head of cattle, being