

of a surprise—that at the time of its passing there were not more than sixty members present—that it was by a fortuitous combination of circumstances that it was reached on the Paper when many members who were prepared to speak against it were absent, and consequently it is unfair to speak of the Bill having received the unanimous support of the House of Commons. I think, however, if it had, that this Senate is bound—bound by the very fact that it is irresponsible in a certain sense—to treat the question on its own merits, without reference to the fact whether it was unanimously passed by the House of Commons or not.

HON. MR. FLINT—I am not in favor of combines, and never have been. I never entered into but one, and that was soon broken. In reference to the words which we are asked to throw out of the Act, I do not see that it would be any great injury to leave them in. It might give satisfaction to the promoter of the Bill in the other House, and from what I have heard, probably, satisfaction to the country to strike them out. My hon. friend from Toronto gave us his views on the sugar question. I do not disagree with him so much in reference to that article. For my part, I know something about business, and have sold a vast amount of sugar, and in the 61 years that I have been in business for myself I am confident that I have never made \$10 out of selling sugar. If the sugar combine does not make more than that I am sure its members will not get very rich. However, it is possible they may be making more. If they are, I want them to have a fair profit. I think everyone should have a fair profit in his business, but it happens particularly in the retail business that some articles have to be sold for just what they cost in order to keep up with other merchants who try to undersell. So far as the sugar question is concerned, I could more fully agree with the hon. member from Toronto and others who supported his side of the question on that than I could on other points. In reference to salt, my hon. friend from Toronto gave us some information. I happen to know something about salt. I remember when it was sold in the town of Brockville for \$12 a bushel. That was during the war of 1812-15, when it became very scarce. After the war we began to get

salt from the United States. Up to that time all the salt came from Great Britain. Prices fell until they reach \$2 to \$2.50 a barrel at Brockville, a duty of 50 cents being put upon it. In 1829 I went to Belleville to do business, and found on arriving there that salt was sold for \$6 a barrel. They were selling flour at \$2.50 per barrel, and it took two barrels of flour and \$1 in money or 2 bushels in wheat to get a barrel of salt. I took a small quantity of salt with me on the steamer from Brockville, when I went up, waiting until I could get some over from Oswego. I commenced to sell it at 14 shillings a barrel and gave them a barrel of salt and 6 shillings in cash for a barrel of flour.

HON. MR. ABBOTT—That was York shillings?

HON. MR. FLINT—No; it was not York shillings. I went into my father's store in January, 1816, about three weeks before I was eleven years old. We had an old-fashioned high counter, and I had to get up on a chair when I wanted to weigh anything. About the first customer that I waited on was an old lady who wanted a pound of tea. I saw her slip a 2-ounce weight on the scale, and I got mad and told her not to do it. She said I was a liar, and we had a little quarrel, so my father had to come and give her the tea. At Belleville I sold salt at 9 shillings a barrel for 18 months and that was less than it could be laid down for from Oswego, but I had got a lot cheap, and had a chance to sell it at that figure. I sent for more, but unfortunately the navigation closed and the salt was sent to Kingston, and I was out on that transaction. That was my experience of salt at that time. With reference to the salt trade: I say, and say it advisedly, that no maker of salt could afford to sell at the prices that it has been sold for heretofore. When salt was sold for 90 cents to \$1 a barrel in Belleville, after having paid transportation on the Grand Trunk Railway, I am sure there could have been no profit. The price has gone up; whether it has been advanced by a combine or not, I do not know. I am told that there is one company that buys all the salt at a certain rate—70 cents a barrel. I know what it costs me to get a cargo from the works—36 cents a barrel. It costs me laid down \$1.41 per barrel, and I am