

almost impossible to meet all the erroneous reports and foolish statements published in the last six or seven years, particularly in the United States. Binder twine is almost exclusively made in the United States. Neither England nor Germany nor Russia makes any of any account. The United States sends hundreds of tons of it all through the Argentine Republic, through South America, to Russia, Greece, Turkey and other parts of Europe, where they plant grain in any particular quantity. Although Russia raises so much hemp and so cheaply, still the United States send the binder twine there to bind their grain. I only mention this to impress upon you that all along our border we have the only important competitor in the binder twine industry.

Mr. Fulton said that the Government must have had in view the employment of its prisoners when it started the making of binder twine in the penitentiaries. He believed that the Government had on hand nearly a thousand tons of binder twine at this time, some of it two or three years old.

If, he continued, you compare the Canadian and American prices for the last five years, it will show the Canadian prices to be lower than those of the United States. The Consumers Cordage Company's sales for the last season were 7,119,000 lbs. This Company has lost money on every pound of twine that it has ever sold since the reduction of the duty. The duty should be made the same as it was prior to 1893.

Another point was that the plants in Canada were better than in the United States. (There are forty-two in the United States.) Almost the same quantity of cordage has been imported for Canadian consumption during the last six years. Any reduction in the duty would kill Canadian manufacturers. Mr. Fulton here exhibited two samples of manilla, and two samples of binder twine.

In answer to a question by the Hon. Mr. Fielding as to whether the farmer was not the best judge as to the quality of the twine he required, witness stated that he did not think so. The merchants bought the cheapest twine, and the farmer would drive to the cross-road store and buy a bag of this twine, which if he afterwards found inferior, he would not have the time during the harvest season to drive back and exchange. The manufacturer could not sell direct to the farmers; they could not afford to pay commercial travellers.

Hon. Mr. Fielding—Why do the merchants buy the cheapest twine?

Ans.—Because it sells the most readily.

Mr. Fielding—Just so.

Hon. Mr. Tarte—Is the same American article as this cheaper or dearer?

Ans.—Cheaper for Canada; dearer for the United States.

THE JUTE INDUSTRY.

The jute industry was represented by Mr. J. Widmer Nelles, manufacturer's agent.

Mr. Nelles' principal contention was that the duty on jute had been changed from twenty to twenty-five per cent. during the time that Sir Mackenzie Bowell was Minister of Customs and that this change had been made unknown to the Minister. He wished to speak of the administration of the tariff, which had been changed by subordinate unknown to the Minister.

Mr. Fielding—You mean the application of the tariff?

Mr. Nelles—The Minister said that the duty should be twenty per cent. The duty was made twenty-five per cent. unknown to the collectors.

Sir R. Cartwright—I fail to see under what clause this twenty-five per cent. can be levied.

Mr. Nelles—We had tendered the Government what they asked. They came upon us afterwards. The collector at St. John, N.B., would not take any more than the twenty per cent. duty. When the tariff is changed the appraisers should go over it item by item, as otherwise various items are overlooked.

Mr. Fielding—But every man in the trade is bound to consult the tariff, and should know the correct rate.

Mr. Nelles—We could not get the duty back after it had been paid in different parts of the country for two years. We imported a package from England the other day, passed the entry, but could not get the goods. The package was burned on the wharf. The Customs would not let another package in in place of the one burned.

Sir R. Cartwright—Is there not a special provision in the statutes covering such a case as you have spoken of?

Mr. Nelles—I do not know of any.

Sir R. Cartwright—My recollection is that we are forbidden to make a rebate for goods destroyed by fire.

Mr. Nelles—Yes, sir; I am complaining of that.

Sir R. Cartwright—It is not in our power to change that. Your contention is that this particular clause should be modified or abolished.

Mr. Nelles—Yes, sir. If I can give proof that the goods were burned while in the possession of the Customs, why should I not bring in other goods or get duty back?

Mr. John L. Gallatti spoke for the bagging and jute business. The jute fabrics were imported in a rough state, and had been free of duty for the last twenty years. Those fabrics had to pass through five distinct operations in the factories here before being fit for the sewing machine. There was twenty per cent. duty on manufactured bags. This light protection should not be reduced. There was no combination or arrangement of prices, nor had there ever been. He contended that the rough material should come in free, and that considering the labor employed and the capital invested, the duty of twenty per cent. on finished bags should not be removed.

CARRIAGE MAKERS.

The carriage making and accessory trades were represented by Messrs. E. N. Heney, B. J. Coghill, B. Leduc, F. Bacon, of Montreal, and Dr. Bowen and Mr. W. G. Matthew, of Gananoque. Mr. Heney stated his case as follows: Gentlemen, the carriage business is one of the most important industries in Canada, and gives employment to a great number of workmen. The census of 1891 gives the number of them directly employed as 9,036 the wages paid \$3,000,000 per annum, and the value of the products \$9,744,416. If blacksmithing were added, these figures would be doubled. Owing to the nature of the business, it is necessary to employ almost exclusively skilled labor. This labor on the whole earns fair wages—from \$7 to \$30 per week, and supports a large number of families.

The present duties, while protecting the trade, also protects liberally the accessory trades, and have not resulted in the prices being advanced to the consumer; on the contrary, on account of the introduction of modern methods of manufacturing, vehicles are sold at much less than formerly. The bulk of the business is represented by a class of vehicles, of which about sixty-five per cent. of the value consists of materials supplied by the accessory trades.

Previous to the adoption of the protective tariff, few, if any of these materials could be obtained in Canada. At the present time nearly all of them are manufactured here. The accessory trades are as follows: Manufacturers of wheels and shafts, manufacturers of drop forgings, manufacturers of springs and axles, manufacturers of carriage leathers, manufacturers of carriage paints, manufacturers of carriage varnishes, manufacturers of bolts and nuts, manufacturers of wood screws, manufacturers of tire steel and bar iron, manufacturers of rubber cloth, manufacturers of enamelled and oil cloth, manufacturers of plated wire mountings, manufacturers of malleable iron. In all about forty or fifty factories are employed in manufacturing these materials.

All these industries are dependent on the carriage trade for a market for their goods, and anything affecting the carriage manufacturers would seriously interfere with these industries.

The manufacturers of carriages had no reason to complain of the duties on these materials, which are from twenty to fifty per cent. as the duties on finished carriages protect their own trade from American competition. The present duties on carriages are, on carriages costing more than \$50, thirty-five per cent.; on carriages costing not more than \$50, \$5, and twenty-five per cent. If any reduction in the duty on carriages were made at this time, the whole trade would be very seriously affected, as the business in the United States is in a very demoralized condition.

A large number of very extensive factories are in the hands of receivers, and without the specific duty, or some other similar plan, the country would be flooded with low priced vehicles from the United States. We would therefore strongly urge that no change be made in the present tariff as it has been found to work satisfactorily for all those connected with the business. I might say, gentlemen, that this business is carried on in almost every part of the country, even in small towns. As an instance, in the County of Beauce, they make over 1,000 carriages a year. With reference to the condition of business in the United States, I may say that during the past few months over fifty of the largest factories have failed and they are only waiting for an opportunity to unload in Canada. This has been brought about by the introduction of bicycles so extensively and trolleys.

Hon. Mr. Fielding—But we have bicycling and trolleys in Canada?

Mr. Heney—Yes, but not nearly to as large an extent. I have also a letter from the president of the Canada Carriage Company, which is probably the largest factory in Canada, in which he says that he knows more than one manufacturer who is willing to have the duties removed in order that they might get the trade of the United States, and at the same time hold the most if not all our Canadian trade as well, simply by moving the factory across the