

paid on raw sugars. By this means the American refiners have been enabled to sell their sugar in Glasgow, in the very streets where the Scotch refiners have large establishments; in a country where sugar is admitted free, and labor is cheaper than in any other manufacturing country in the world. The result was that the people of Canada were enabled to get their sugar cheaper than they ever got it before. We were all very sorry for the shutting up of our refinery in Montreal, but those who have benefited by its operation were small in number compared with the people who benefited by cheap sugar, and I do not think that the people would recognize the wisdom of keeping up the price of sugar in order to keep open that refinery when they are getting cheaper and better sugar than they ever got before.

Hon. Gentlemen—No! no! no!

Hon. Mr. SCOTT—I think there was a fall in the price of sugar after the refinery in Montreal was closed?

Hon. Mr. READ—Yes, and a great rise now.

Hon. Mr. SCOTT—Mr. Drummond, the manager of the refinery, thanked the Government for what they had done in order to enable them to work off their stock in 1874. They had done all they could without injuring the finances of the country to help the refinery. Mr. Drummond who is more competent to speak than any other man in the country on the subject gives his views at pages 46, 47 and 48 of the report of the Depression Committee.

Hon. Mr. MILLER—Does the honorable gentleman now admit the contention of Mr. Drummond before the committee? I would infer from the honorable gentleman that he admits that the position taken by Mr. Drummond was correct.

Hon. Mr. SCOTT—I am simply quoting what is alleged as the views of the gentleman who has had a larger experience in the sugar question than any other gentleman in the country.

Hon. Mr. MILLER—I would like clearly to understand the honorable gentleman on this point. I apprehend the argument of the honorable gentleman to be, that the drawback given by the American Government on sugar refined for export, was much larger than the duty on the raw material.

Hon. Mr. SCOTT—Yes.

Hon. Mr. MILLER—Speaking for the Government you make that admission?

Hon. Mr. SCOTT—That is my opinion.

Hon. Mr. RYAN—Every one admits that the drawback is very large indeed, and it is

for that reason that a Government wishing to protect its own manufacturers should have taken the precaution to prevent that sugar from coming in here, and the point cited that the sugars were sent to England and sold there is unfavorable to the policy which I was in hopes was to be advocated from the Throne, because it shows that the Americans by their protective policy of allowing bounties on exports have been enabled to go into England, which boasts with its free trade that it can compete with the world—and compete with the English refiners in their own country. I think it would be a good policy, and I think Mr. Drummond would recommend it too if measures were taken to prevent this country from being overwhelmed with exports from a country which has such a tariff.

Hon. Mr. SCOTT—With regard to the paragraph in the speech, relating to British Columbia, I find a good deal of diversity of opinion exists among the honorable gentlemen who have addressed the House. One or two gentlemen thought we were recreant to our duty because we have not expended more money on the Pacific Railway—in other terms, that we have not kept faith with British Columbia. The honorable gentleman from Toronto had a warning note that we were proceeding too hastily; that there were portions of the road that might stand for a considerable time.

Hon. Mr. MACPHERSON—I did not say anything about British Columbia.

Hon. Mr. SCOTT—There may be a happy mean between the suggestion of the honorable gentleman from Toronto, and the earnest appeal from the honorable gentleman from British Columbia who is naturally impatient at the delay in the construction of the road. That honorable gentleman had stated that under the late Government a perfect army of engineers and surveyors were at work in British Columbia, with a view to locating the road, but that the moment a change of Government came about those surveys collapsed and expenditures had ceased in that Province—another instance of want of faith on the part of the present Administration. I find from information I have received from the engineer, Mr. Fleming, that in 1873, the surveys in British Columbia consisted of three parties containing nine engineers and assistants. The sum expended in that year was \$45,000. From November of that year to June, 1874, the amount expended was \$73,000. The first year this Government came into power the staff was the same, immediately under Mr. Sandfield Fleming, and I am not aware that any change was made other than the staff was increased.