

on white lead, paint or radiators the rate is 18c.; for the same distance out of Detroit, Buffalo or Cleveland, the rate is 11½c.

The high rates on many commodities for local shipments, destroy this city's chances as a distributing centre to the advantage of through shipment from point of production.

It would not appear that under the exigency of increased cost of materials used by railways, they are fully warranted in imposing extremely high rates. The traffic for local distribution out of this city must be considered of a more profitable character than that which exists in any other part of the Dominion, and doubtless returns satisfactory profits, which separate accounts would show. While the railways signify their willingness that in extreme cases they will provide a special remedy, still shippers feel that the obstacles in the way of getting redress are so great, that it renders the apparent good intentions of the railways of no avail, and that they should not be obliged to take a long journey at a great waste of time and considerable expense, for the purpose of finding the officer, who in any case is the sole arbitrator, and whose opinions are formed as to "what charges the traffic will bear."

It is thought by some that a railway commission of the Government would be the means through which many questions that are now of a vexatious character might be settled. I am somewhat at a loss to understand how such a commission could be organized so as to regulate these matters.

There is no desire to deprive railways of the privileges which they have been guaranteed, or their shareholders of rightfully earned dividends; railways claim to be dividend-earning corporations; in fact, dividend-earning it is said is their primary object; however, some may differ from this view, it is when this object, at the expense of all others, becomes abnormally developed that the public are likely to suffer.

The question of the adjustment of freight rates on an equitable basis is involved in complications and intricacies; a railway commission may be the ultimate solution, but before I would care to sanction the appointment of such, I would prefer to understand more clearly than I do at present what it was intended their duties should be, who it was proposed should constitute the commission, and what would be the term of their appointment. We should not lose sight of the fact that the Inter-State Commerce Commission of the United States have not succeeded in regulating, so far as that country is concerned, difficulties of a similar character to those I have referred to. I do not think our *independent* representatives in Parliament are giving sufficient attention to these matters; I fear the question is not understood; if it were, it seems to me that the result would be that the policy of the railroads would in their own interest undergo a change. It does not appear that it would be a satisfactory condition of affairs for the railway authorities and the public to be in open conflict in Parliament over any question whatever, much less one which should be capable of easy solution, yet I cannot conceive that the country would be willing, upon application, to continue granting privileges and favors to our great railway corporations, should they favor a continuance of a policy of imposing abnormally high freight tariffs, and other regulations which cannot be justified on reasonable grounds.

Regarding the establishment of a Dominion Mint, there **Dominion Mint.** appears to be a difference of opinion. The Council had under consideration this question, and on March 24th last passed a resolution favoring the establishment, owing to the large increase in the production of gold and silver, of a Government assay office and mint, with a view of affording a market within the Dominion for the gold and silver products thereof, and for the coinage of its metallic currency. I have reason to believe that this view is not shared in by all the members of the board, and it might be