

mile, or deducting the difference between gold and greenbacks, upwards of one and a half cent per ton per mile in gold.

Now the winter rate on Canadian flour, from Toronto to Portland, is 85 cents a barrel or \$8.50 a ton, and the distance being 627 miles the rate is about one and a third cent per ton per mile.

From Guelph to Portland, a distance of 677 miles, the rate is about the same per ton per mile.

For shorter distances the rate is usually higher per mile, but between Toronto and Montreal the rates are slightly lower per mile.

The causes of these rates being so low is mainly in the fact that the Grand Trunk runs for nearly its entire length alongside the most splendid water communication in the world, and higher rates, owing to that competition, cannot be obtained.

These low rates constitute the main reason why the percentage of the working charges of the Railway to its receipts is so high and why its profits are so small for the amount of work it performs for the public.

I have carefully examined into the facts, and I make the statement advisedly, that in addition to all the advantages which Canada has derived from the money expended in constructing the Grand Trunk Railway, she gets her people and her produce carried by railway at lower rates than is the case in any other country in the world where Railways exist.

I will now briefly refer to the two other clauses in the Bill, relating to the Buffalo and Lake Huron and Champlain Companies.

The first is simply to do what is always done in English Railway Acts, authorize the two Companies, whose union has been approved by Parliament, to mutually agree upon any changes that may be considered desirable in the internal arrangements of their terms of partnership.

The clauses which power is asked to change, with the consent of both Companies, relate only to the terms of their partnership, some points in which experience has shewn may from time to time need alterations.

With regard to the Champlain Company, the clause proposes simply to enact that the option already possessed to purchase the shares of the Champlain Company at a certain price, may, with the consent of the shareholders of that Company, be extended from five years to ten.

The Committee deliberated, and,

*Ordered*, That the Statement made by Mr. Brydges be printed, for the use of the Committee.

The Committee then adjourned until Thursday next, at 12 o'clock, noon.

RAILWAY COMMITTEE ROOM,  
Ottawa, Thursday, 5th Dec., 1867.

COMMITTEE MET.

Members present :

The Hon. GEORGE ETIENNE CARTIER, Chairman.

Hon. Mr. Anglin,  
Hon. Mr. Campbell,  
Hon. Mr. Chauveau,  
Hon. Mr. Connell,  
Hon. Mr. Dunkin,  
Hon. Mr. Fisher,  
Hon. Mr. Holton,  
Hon. Mr. Howe,  
Hon. Mr. Macdonald (Cornwall),  
Hon. Sir J. A. Macdonald (Kingston),  
Hon. Mr. McMillan (Restigouche),

Hon. Mr. Tupper,  
Hon. Mr. Wood,  
Mr. Blanchet,  
Mr. Brousseau,  
Mr. Currier,  
Mr. DeNiverville,  
Mr. Gendron,  
Mr. Jackson,  
Mr. Joly,  
Mr. Macdonald (Glengarry),  
Mr. Mackenzie,