

back their freight a little cheaper than they otherwise would ; but there is no such benefit in the case of the foreign countries. This free salt bears very heavily upon the province of Ontario. All the salt produced in Canada is produced in that province, and in view of that fact we might expect to see that the province of Ontario would pay less upon salt than any other province of the Dominion. Such, however, is not the case. The total duty collected on salt imported into Canada is \$4,580 and of that, the province of Ontario pays \$2,848, and the rest of the Dominion only \$1,737. While Ontario pays \$2,848, Quebec only pays \$184 ; Manitoba, \$779 ; British Columbia, \$554 ; Prince Edward Island, \$131 ; Nova Scotia, \$63 ; New Brunswick, \$8. Therefore, the province of Ontario although, she has the largest salt deposits of any province in Canada, pays the largest amount of duty. That is not as it should be. There are several reasons for this. One is, that because of the enormous railway freights our manufacturers have to pay, they cannot send their salt from the western part of the province of Ontario to the eastern markets. I will give some instances of these enormous railway freights. In Canada it costs 10 cents per 100 pounds to carry salt 110 miles from Seaforth to Niagara, and in the United States, it costs only 2½ cents per pound to carry salt from Warsaw to Niagara, a distance of 60 miles. From Syracuse to Hamilton, 215 miles, the rate is 7½ cents per 100 pounds or \$3.48 per 100 pounds, per hundred miles. Salt is a very weighty commodity, and so our salt manufacturers cannot send their salt to the eastern provinces to compete against the salt that comes in bulk in British vessels. From Seaforth to Hamilton, eighty-four miles, the rate is 9 cents per hundred pounds or 10.71 cents per hundred pounds per hundred miles, against 3.48 cents per hundred pounds per hundred miles in the United States. So that our salt manufacturers have no chance with the large amount of salt that comes into this country free, and with the heavy railway rates against them. I have letters in my possession to prove every word I have said with respect to this matter, which I think should be taken into consideration. If nothing else can be done, and if the gulf and sea fisheries are to have their salt free, let a duty be put upon that salt, and let a refund be given to the fishermen ; but do let the other provinces have the advantage of free salt, which they have not naturally, as against us in the province of Ontario.

Now, the farmers of Canada have a just grievance in respect to railway rates. I have a list of the carrying rates in operation to-day in the whole United States, east of the Mississippi River, as compared with those in operation in Canada. There are six classes of freight in the United States, and ten classes in Canada. The following

table gives a comparison between the two countries in regard to first-class, middle-class and lowest class freight, the rates being per hundred pounds in each case :

Miles.	UNITED STATES.			CANADA.		
	1st Class.	3rd Class.	5th Class.	1st Class.	5th Class.	9th Class.
	cts.	cts.	cts.	cts.	cts.	cts.
65.....	22	15	8	28	14	11
115.....	24	19	8½	38	19	14
160.....	28	20	10½	42	21	17
335.....	37	23½	13	66	33	26
475.....	45	30	18	78	39	29
565.....	76½	52	31½	86	43	32

These are circumstances which certainly tell very hardly against the Canadian farmer as compared with his brother farmer across the line ; and I have been strictly informed that these are the prevailing rates to-day.

Now, I would like to draw the attention of the House to one little transaction which I was a party to. A car-load of apples was shipped from Seaforth to Price Albert to Mr. Davis, the representative of Saskatchewan, and I had a son at Prince Albert who purchased three car-loads of cattle, and had them shipped to Montreal. Now, the freight on the cattle was \$190 per car, while the freight on the carload of apples, although the haul was thirty or forty miles shorter, was \$518. I have in my pocket the receipt for the money that was paid. Certainly a car-load of apples does not give a railway company so much trouble as a car-load of cattle. The cattle have to be taken out of the cars at different stations to be fed and watered, while a car-load of apples is simply carried to its destination without being disturbed ; and yet the freight on the apples was nearly three times as much as that on the cattle. Thousands of dollars would have been saved last year to the farmers of Ontario if the railway companies had been willing to carry apples to the North-west for a dollar a barrel, and the farmers of the North-west would have got apples at \$2.50 or \$3 a barrel ; but as it was, the apples had to be left rotting in the orchards of Ontario, and we could do nothing with them. Now, so much money has been spent by the people of Canada upon the Canadian Pacific Railway, and the Grand Trunk Railway is so indebted to the people of Canada, if it ever pays the debt, that we should have some consideration from these railroads ; but these railway companies are only soulless corporations, and do as little as they can for the farmer of this country. I thank you, Mr. Speaker, and the House, and I apologize for trespassing so long upon your time.