

I am very glad indeed to have this opportunity of showing the entire mistake under which those statements are made, being as they are entirely opposed to the actual facts. For the last two years, at any rate, this Company has given in every way preference to the carriage of local freight as against through, although in doing so, in many cases, the through freight pay is best, both as regards the actual rates received and the long distances over which the through freight is earned. But the fact is, that through freight is only carried when sufficient local business does not exist to fully employ the Company's rolling stock, as happens to be the case at the present time.

And now I will quote some figures to show what the relative rates are for through and local freight. Of course in summer when the local trade is very small, and there is no demand for our cars, we carry at lower rates from Barna than during the busy seasons of fall and spring. But during last month, when freights were heavy all over the continent, our rate on a barrel of American flour, from Barna to Portland was \$1.50 a barrel or \$16 a ton. The distance is 725 miles, which makes the rate very nearly two cents per ton per mile or, deducting the difference between gold and green backs, 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¢ 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 to 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 fact, 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, that 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, to 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 shown may from time to time need alteration.

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.

## REPORT OF THE MINISTER OF AGRICULTURE FOR 1886.

(Continued.)

Mr. Dixon, the Liverpool agent, also gives evidence in favour of free grants being made to intending settlers, stating that constant applications had been made to him for free grants of land. He suggests that his agency should be authorized to give warrants to the applicants, on receiving a certificate from their clergyman or local magistrate vouching for their respectability. We consider the idea a good one, and hope Mr. Dixon's suggestion may be adopted.

Mr. J. H. Daley, Montreal agent, thus summarizes the industry of this city, and the openings for skilled and unskilled labour—

### INDUSTRY OF MONTREAL.

On the important subject of Emigration the first question is what class of mechanic or laborer is required for the Province generally, and secondly, the class wanted in this immediate vicinity Montreal and its surroundings, coming especially under my direct supervision.

The first and most important on the island, may be termed Agricultural labor, not only because it affects Montreal, but the openings in every direction are such that there need be no hesitation in those skilled in agricultural pursuits making this neighborhood their home. Nearly all the branches of the manufacturing interest offer very lucrative employment for the skilled laborer, and even hard-working uneducated men can earn good wages. There are two dangers attending all working men, the first is that at certain periods of the year the demand for labor is far in excess of the supply, and secondly, that money earned comparatively easily is spent quickly in a manner that generates bad habits.

Before closing my general remarks I may state that what we term *educated labor* is very much at a discount here, such is the excellent education given to our young men that the surplus of those who do not care

about farming pursuits study either for the Bar, Medicine or Commerce, and having local connection generally supplant any foreign competitor.

I would therefore strongly advise the educated class of the middle rank in England, to think well before emigrating to this country unless they have some certain prospect of a good start.

### AGRICULTURAL INTEREST.

There has been a larger demand for farm laborers this year than ever known in Canada. This arises from the excellent regulations made by the United States Government for passing emigrants not only over their own railroads but also by the Grand Trunk Railroad to the west of the St. Lawrence.

On the island of Montreal, and all up the valley of the Ottawa, never was labor so dear. Indeed at times it could not be had at any price. This is a fact to which special notice ought to be called as there is a large opening for working farm laborers, and in connection with this I may mention that all conversant with gardening can readily secure work at fair wages. The rate of pay of course entirely depends on the skill of the workman, but taken altogether, we can show a brighter prospect to the hard-working, sober man than Great Britain.

### DOMESTIC SERVANTS.

These are steadily in request, and the rate of wages comparatively high. A good cook or housemaid need never be out of employment, and judging from my experience, I would state that there is an excellent opening for some few hundreds.

### BOOT AND SHOE TRADE.

This branch of business has been steadily on the increase, and now forms one of the most important in the Province.

The number actually engaged in the manufacture ranges from 3,000 to 4,000 men and women, but taking their families into account, between 6,000 and 7,000 souls rely on it for their bread.

During the past year the demand for labor in the different factories has been unusually great, and very high wages have been paid to all skilled hands.

This is not a branch of industry to attract British or European emigrants, the manufacture by machinery of boots and shoes is comparatively new, but our American friends would find plenty of excellent openings for skilled workmen. The value of boots and shoes manufactured in Montreal is rather over \$2,500,000 per annum. As regards the wages earned, my remarks of December 1885 apply fully to the year 1886.

### ANING TRADE.

The bulk of this business is carried on in the Eastern Townships, and a large portion of our supplies come from the west.

There are no openings in this neighbourhood.

### SUGAR REFINING.

Under the new Tariff this has grown to be an important branch of manufacture and bids fair to rapidly increase.

We have two large Refineries in this City, which give employment to over 400 persons, and there is nearly always an opening for clever, steady young men, acquainted with the business.

### FLOUR MILLS.

This has been a dull season for this branch of business, and I cannot hold out any encouragement to working millers to emigrate to Montreal. Western Canada is decidedly preferable.

### COOPERS.

The remarks in my last report apply equally to this year; but for skillful men there is generally an opening, as our Breweries and Distilleries always give considerable employment.

### SOAP AND CANDLE FACTORIES.

I have to call attention to a steady increase in the amount manufactured in Montreal, and the excellent quality of both.

Although the amount of labor employed is not large, still I consider that there is a fair opening for skilled labor in this branch of trade, at present some 60 hands being employed at about \$1 per day.

### FURNIERS.

I have nothing to add to my remarks in the last report. The business is so entirely restricted to the local demand, that it does not now stand out as one of the leading trades of Montreal; at the same time some thousand people are employed in making up Furs for the local markets, some 100 first-class hands who earn \$8 to \$9 per week, second-class \$5 to \$7 women skilled \$3 to \$5, and so downwards. For skilled workmen there is an opening.

### BREWERIES AND DISTILLERIES.

The brewing trade of Montreal has rapidly developed itself during the past few years and all our local establishments are in full work. They employ 500 men, at wages ranging from \$1.25 to \$2.50 per diem. There is a steady demand for skilled labor.

### OIL AND PAINT WORKS.

Messrs Lyman, Clare and Company, have a large factory on the Canal for grinding paints, plasters, and for manufacturing linseed oil. They employ 35 men at a rate of \$1.50 to \$2 per day for skillful men, and \$5.50 to \$7 per week for unskilled.

To show the growth of Montreal manufactures, I need simply state that these mills produced in 1885, about 50,000 gallons of oil, in 1886, about 90,000 gallons, and from 900 to 1,000 tons linseed cake, and the extension of this branch of our commerce would be greatly increased if the production of Flax seed were extended in the Province. In fact we now successfully compete with the Hull manufacturers of raw and boiled linseed oils.

### PRINTING.

This branch of business is steadily on the increase and there are always openings for good hands. As a

rule the printing establishments in the United States pay better wages than we in Canada, but generally speaking good compositors can always find plenty of employment at remunerative wages. A good compositor can easily earn \$10 per week and the average range of wages is from \$5 to \$8 per week. Taking into consideration the comparative cheapness of living here, these wages are relatively higher than those paid in the United States.

### TOBACCO MANUFACTORIES.

This branch of business has not increased, or can I recommend the encouragement of any further bringing in of either skilled or unskilled labor. Our present factories employ some seventy-five skilled hands and about 250 men and children. Since the close of the American War this branch of business has decreased. The wages paid, however, are fair, and like in other trades, there are always openings for steady hands.

### IRON AND NAIL WORKS.

This branch of our business is about the most important of all our manufacturing interests and employs the largest amount of men's labor. I regret to have to report a very large falling off in the number of hands employed, and I fear that there will be a still further reduction, so that I cannot hold out any encouragement for either skilled or unskilled workmen at present, especially in the face of the high rates of wages now prevailing in England.

There are three Rolling Mills and Nail works, which at present give employment to skilled workmen—say 429—at wages from \$2 to \$6 per day, and apprentices and laborers 164, from 80 cents to \$1.20 per day.

Notwithstanding my previous remarks, I do not discourage the emigration of skilled mechanics in this branch of trade. The fact is, that the manufacture of not only nails, but also of tools of all descriptions for agricultural purposes, must every year increase largely. At present, our manufacturers of axes, scythes, and other necessary agricultural implements surpass the English, and, with a fair amount of capital placed in our trade, three times the amount of labor might be fully employed.

There are several manufacturing of saws and edge tools, such as axes, chisels, augers, &c., &c. These give employment to rather over 200 men, but the greatest proportion of the skilled labor comes from the United States; the workmen there being more accustomed to the peculiar tempering of the steel required for our cold climate. I cannot, therefore, advise any foreign emigration. Wages for skilled men run high, and there are frequent opportunities for obtaining employment.

There are several other trades which I do not enumerate, owing to the demand for labor in each department being very limited, but, generally speaking, as mentioned before, the skilled mechanic can always procure employment, and at remunerative wages; and any possessing talent, combined with energy and sobriety, cannot fail to realize a fair independence in Canada.

## ST. JOHN TRADE REPORT.

ST. JOHN, N.B., Dec. 2, 1887.

THE most striking characteristic of the business of the month has been the inconsiderable amount transacted. The full trade is generally admitted to have been much under the usual amount, and very greatly, indeed, under that of last year. This is, in a great measure, owing to the uncertainty felt about the state of the lumber market. It happens, most unfortunately, that lumber is our principal, and, indeed, almost our only article of export, consequently depression in that, paralyzes every other branch of business. Nevertheless, we believe the general condition of the country to be sound, and the agricultural classes, especially, are steadily advancing in the road to comfort and independence.

One of the principal subjects of discussion and anxiety has been the probable change in the tariff. In the early part of the month opinions were pretty equally divided as to whether the Canadian tariff would be extended to the Maritime Provinces without material alterations, or whether a compromise would be effected between the two. Latterly the former opinion has been gaining ground, and, as a consequence, very large sums have been paid for duties on those articles, which would be principally effected by the change and intelligence of the introduction of the resolutions in Parliament has been looked for with no little anxiety. The operations in tea, especially, have been very extensive, the difference between Canadian and New Brunswick duties being on an average about 7c. per pound, which is a pretty good margin for the speculators, if their anticipations should prove to be correct.

The withdrawal of these large amounts from general circulation, and their deposit in the Bank of Montreal, where, for all ordinary purposes of trade, they are locked up and rendered unavailable, tends to aggravate the prevailing dullness. No matter how promising or legitimate the particular branch of business may be in which a man desires to engage, (and there are hundreds which, under a more liberal monetary system, would be successfully carried on,) he dars not touch it for fear of consequences. The apology for banking reserves which the trading and