

HON. MR. McCLELAN—Then the title is wrong. The last page of the work shows that the commissioners have received \$3,000 and upwards, and expect considerably more; that no doubt is correct, but the parts between these two extremes I think are exceedingly inaccurate.

HON. MR. MACDONALD—Will the hon. gentleman name some of the inaccuracies?

HON. MR. McCLELAN—Yes, I will refer to some of them. I have not read through the report on the Ontario and Quebec factories. It only takes up 35 pages anyway, while the report on the Maritime Provinces takes up all the rest, or 167 pages. In Mr. Blackaby's report I see he refers to the Kingston locomotive works, and says that the manager of these works was unfortunately not at home, and therefore he could not get correct data.

HON. MR. MACDONALD—And for that reason it makes the report less.

HON. MR. McCLELAN—It is a pity he could not have got the information from some of the clerks. He says:—

“The Kingston Locomotive Works employed in the neighborhood of 150 hands in 1878, and is now only furnishing employment to about 30. The manager of these works was, unfortunately, away from home during the time the Kingston works were being visited, and for that reason no reliable data was obtained with reference to the works.”

I have no doubt at all that there were other manufactories where the managers or proprietors were not at home at the time. I merely read this because there are many gentlemen in this Chamber who know more about the Kingston locomotive and car works than I do, and I daresay they will understand better than I can, why the manager was not in. Hon. Mr. Willis, formerly editor and proprietor of St. John *Morning News*, a strongly Liberal and Free Trade paper up to 1878, became slightly readjusted in his editorial opinion about that time, and his old patrons not appreciating so rapid a change of base, the newspaper became a “waning industry,” and ultimately was abandoned. It was quite a proper proceeding that he

should be employed for this special purpose to assure the people that they are doing well, whether they are or not. In his general remarks, he says:

“Taking a note of the work done, the indications are plain that there has been, on the whole, a marked advance in industrial pursuits, and in material progress generally. Even in St. John, notwithstanding the exceptional circumstances which surround the year with which 1884 is contrasted, evidence of fair progress is not wanting, though the business stringency of the year just passing away makes it difficult for persons unacquainted with industrial methods to give full credence to the statement.”

That sentence certainly expresses a great deal, and much of it is no doubt true, or as nearly true as “the exigencies of party” admit. He continues:

“Anything which sheds light on the subject in a fairly accurate form and the statements furnished are as nearly correct as anything of the kind can well be made, must prove useful, at least to those who appreciate at its proper worth the value of statistical information.”

That is a very good preface. He says, however, of the lumber industry, in two or three places, that it has been a losing one, and that the evils which have come upon other industries have been brought about through that cause.

HON. MR. MACDONALD (B. C.)—Which cause?

HON. MR. McCLELAN—He attributes to the low prices for lumber, and the depression in that trade the troubles which he speaks of, and if my hon. friend will read the tabular statement showing the number of hands employed in and about St. John, he will discover that the commissioner states that there were more hands employed in and about the mills, and in connection with the lumber business in St. John last year, than there were in 1878. Then again he says it is not the hard times that has brought about depression in the lumber trade, but it is the fact that the ship-building industry has gone down. If my hon. friend will examine the tables again he will find that there were more men employed in the ship-yards last year than there were in 1878. He says, speaking of the industrial life of the city of St. John:—

“Compared with its state a quarter of a century ago, the shipbuilding interest except-