

Moody would show thus: Estimate of 1878, \$36,500,000; estimate of April, 1880, \$27,220,000; saving of \$9,280,000; estimate of December, 1880, \$23,850,000; total saving between 1878 and December, 1880, \$12,660,000, on the estimated cost of \$36,500,000 or thirty-five per cent. Or, if you choose to look backwards and compare the present with the past, instead of the past with the present, you find that the cost, as now proposed, would be increased by 54 per cent., or more than half as much again by reverting to the former estimates. Now, I am not at all objecting to any one of these estimates. I am simply pointing out the differences between them, in order that we may ascertain what are the main causes of these differences. As I have another part of the subject to deal with, and it is now six o'clock, we had better let it stand over.

It being Six o'clock the Speaker left the Chair.

AFTER RECESS.

PRIVATE BILLS.

Mr. GAULT moved the second reading of Bill (No. 7) entitled "An Act to incorporate the Wrecking and Salvage Company of Canada."

Bill read the second time.

WRECKING AND TOWING IN INLAND WATERS.

The House resumed the adjourned debate on the proposed motion of Mr. Bunting, for an Address for correspondence between Sir Edward Thornton, British Ambassador at Washington, and the Secretary of State for the United States, relative to Wrecking and Towing in Inland Waters.

Mr. PATTERSON (Essex). Public attention has for some time been directed to this question respecting wrecking and towing in the inland waters of the Dominion, in consequence of diplomatic correspondence between the Secretary of State of the United States and the British Ambassador at Washington, which has been published in the American and Canadian newspapers. Mr. Secretary Evarts, of the United States, in a rather offensive letter, casts reflections upon the conduct of certain Canadian officials and the owners of Canadian wrecking tugs, basing his letter on information furnished him from time to time by the United States Consuls, stationed at Sarnia and other points on our inland waters. I find in the report of the Consuls of the United States, a communication from the Consul stationed at Sarnia, in which he reflects very severely on the capacity of the Canadian tugs engaged on our inland waters, including Lakes Erie and Huron, and also on the regulations of the Customs Department, in this connection. This Consul, Mr. Pace, thus writes:

"Some changes have been made in Canadian wrecking regulations within the past year, and these changes modify, to some extent, the more rigorous rules of former years, but the reformation is by no means complete. Under former regulations an American tug was not permitted, under any circumstances, to engage in the rescue of any wrecked vessel or property in Canadian waters. This rule has been so modified that now an American steamer may obtain permission to render assistance to a vessel wrecked in Canadian waters, provided it may appear to the Canadian customs officer that the wrecked vessel in question is in immediate danger of total destruction, and provided further that there is no Canadian steam-tug conveniently at hand to render the desired services. But while the Canadian officer is investigating the condition of the wrecked vessel in order to determine whether the vessel is in danger of becoming a total wreck, the elements, regardless of his opinion, carry on the work of demolition.

"Having the right to navigate the waters of Canada in the ordinary pursuit of commerce, our seamen cannot understand why they should be restricted from asking and obtaining aid from any source when disaster overtakes them. Much feeling is sometimes manifested by our captains who are denied the privilege of obtaining the services of American wrecking tugs in times of trouble, and who are obliged to accept instead old and inferior vessels known as Canadian wreckers.

"My advice is frequently sought by American vessel masters as to the proper course to pursue under circumstances of the nature here described,

and in some instances I have found it difficult to restrain the more impetuous from forcibly resisting these unfriendly regulations relating to wrecks and wrecked property in Canadian waters. In a former communication to the department upon this subject I called attention to the inferior and comparatively unseaworthy condition of Canadian wrecking tugs as compared with our own wreckers, and I now assert (not entirely as a novice, for I have had practical experience as a sailor) that, with but barely one exception, there is not upon the whole chain of lakes a wrecking tug of Canadian register worthy of the name. I am familiar with all the boats which figure on paper as the Canadian wrecking fleet, and the tug *McArthur* is the only vessel belonging to that fleet which may justly claim exemption from the charge of being herself a wreck. Should this wrecking fleet be arraigned in order for review, the practical eye of the American sailor would detect something fully as ridiculous as that shown in the play where Falstaff musters his recruits.

"It may be proper to state that the entire wrecking fleet of Canada is owned or controlled by a company known as the "Canadian Wrecking Company;" this company has, therefore, a monopoly of the wrecking business in these waters. In the interests of justice I sincerely hope to see a further modification of wrecking regulations which enrich a company at the expense of our lake marine."

I had read the letter of Mr. Evarts to Sir Edward Thornton before my attention was drawn to this report, and while I then thought it most offensive on his part, my opinion has been modified on reading that report. We must shift the blame from the shoulders of the United States Secretary of State to the shoulders of his subordinates. It appears this Consul at Sarnia has stolen a moment from his arduous duties, in enumerating the 99,000 Canadian emigrants who cross annually at that point to the Republic, to compose that offensive report. I will briefly allude here to some points in his statement, in order to refute them from my personal knowledge. Living as I do at the Detroit River, and personally acquainted with the nature of those tugs, and with their efficiency, I think this is a subject on which I can speak with confidence as to the facts in dispute. Mr. Pace says:

"Under former regulations an American tug was not permitted, under any circumstances, to engage in the rescue of any wrecked vessel or property in Canadian waters."

There never was a period in the history of Canada of which that statement holds good. There never was a time when American vessels were not permitted to assist their own or Canadian vessels when wrecked. "The rule has been modified now," he goes on to say, so that a United States steamer may assist a United States wreck. The rule that obtained for some years was the Order in Council, passed by the Mackenzie Administration, when the member for St. John county (Mr. Burpee) was Minister of Customs. That Order in Council was entirely satisfactory to the Canadian wrecking interest, to the rules of the wrecking clubs and the Canadian Inland Revenue, and if it has been seriously modified I considered a blow has been struck, not only at the wrecking interest, but at our whole merchant marine. When we had not a wrecking fleet of our own, the prices charged by American wrecking tugs were so enormous that it was almost better for a vessel owner to give the vessel to the wrecking tug altogether. By their numerous fleet, the Americans are trying to drive the Canadian vessels out of the field altogether, and should they succeed in this design they will recruit themselves by a recurrence to former high charges. Every facility is at present afforded to American tugs to assist Canadian vessels in distress when no Canadian tugs are at hand. I have frequently applied for favors and concessions to American tug owners during the last two years, when our own tugs were not available, and have always met with a hearty response from the Minister of Customs. From whatever source the statements may come, it is literally untrue that any obstructions have been cast in the way of employing American tugs when Canadian tugs, equally well fitted for the work, were not available. It is, of course, only natural, that our American cousins should manifest a good deal of feeling at being denied the privilege of using their own tugs in our waters to rescue their own vessels, but it is also only natural that our tug