

we want to let the United States know fairly and squarely that we are part and parcel of the British Empire; that we intend to have the freest commercial intercourse with all parts of the British Empire and that any treaty we make with the United States must be subject to these conditions. I think if that position is taken by the government it may interfere with the Reciprocity Treaty, but if the government is prepared to purchase reciprocity with the United States at the sacrifice of these conditions they would be taking a most undignified position—a most disastrous step, so far as the maintenance and the well being of our commercial relations with our best customer and our independence on this continent is concerned. That is the view I hold with regard to this treaty. There is no one more anxious to see the most friendly relations established with the people of the United States than I am. There should not be one solitary difference of opinion between us. There should not be one solitary thread of protection on either side of the great boundary or anything to interfere with the freest intercourse, but it must be that freedom of intercourse that enables us to pursue the same free intercourse with other parts of the world, and especially with our fellow subjects in the British Empire. I will not refer to the question about the disputed boundary between the Dominion and Alaska. It is very unfortunate that we occupy the position that the long strip of land running down the coast should belong to the United States and that there should be any doubt as to what is Canadian territory and what is United States territory. It is an unfortunate position, but it is a question which must be settled by the governments. The United States settlers go in there and the Canadian settlers go in there, having no line to guide them and are apt, of course, to say this is United States territory or this is Canadian territory, just as their individual desires, hopes or humours may lead them. I think that the delineation of that boundary should be taken in hand at once if a friendly feeling is to be maintained, and prevent jars of any description. The Senate had a commission last year to inquire into the Yukon Bill. It distributed a very large amount of information through that channel by the various experienced men who came before it and gave us an account of what they knew

about that country, and the possibilities of developing it, &c. The Lynn Canal is an arm of the sea which runs into the interior of the country, and it is the head of that canal that is the point in dispute. We claim that the head of the canal runs into Canadian territory. If there was any generosity or liberality on the part of the United States people they would say the country behind the Lynn Canal is all Canadian territory, whatever wealth is developed there comes out through this port naturally, but they say; "We will not give you access or ingress through it except subject to our laws and on such conditions as we impose from time to time." We are made subject to the officials of the United States which may be made very offensive indeed if they choose to do so. The fact that immediately behind that barrier the whole territory is Canadian territory, that all the wealth there is in Canadian territory, and there is just this one little port through which it has to pass—if the United States would say, we recognize that position; we will make friendly arrangement that miners of both countries shall have free access and be on the same terms in the development of that country and in consideration of that we will give you a seaport at the head of the Lynn Canal through which you can conduct your own trade. If the people of the United States were approached in that way, I think that would be the outcome of it. I cannot see any other reason, except the most selfish reason, in that—selfish for a small community which makes trouble between two nations and prevents a friendly negotiation. That is the way in which I think this question should be settled and in which this question might be settled. We have, of course, within our own hands, a better remedy than that and that is to open up the whole of that gold bearing region by a railway from Edmonton, which is the proper course to pursue, and build across the continent on the old government line which found an outlet at Port Simpson. That gives us an ocean port on the southern part of the territory and we could develop the whole region by railway communication. We have that alternative, but in the meantime until we can make arrangements for the construction of a line of that kind we have to depend on the navigation which, I am happy to say, has turned out in a very satisfactory way indeed, that is,