

position of indelicacy, but I say boldly no fair-minded man could read the twenty-seventh section of the Washington treaty and justify the course that our Government took in reference to this canal toll question. I can invoke supporters of the Government to confirm this statement. I am quite sure a very large number of men in either branch of the legislature, if asked outside of the political arena, what is your view?—do you think it was a violation on the part of Canada of the provision of the Washington Treaty?—would freely say yes, but they do not want to place the Government in the uncomfortable position of appearing to be in the wrong, and therefore defend the Government. I hold in my hand here the utterances of a pretty good authority, a gentleman editing one of the leading newspapers of this country, and one of the warmest supporters of this Government, who has always stood by them through good report and evil report. That gentleman undertakes to write an article for an independent magazine on this question. Here is what he says :

Hon. Mr. KAULBACH—Who is the writer ?

Hon. Mr. SCOTT—I am now reading an article on the canal tolls question by a distinguished member of the other House, a warm supporter of the Administration. His habit has always been to speak in a direct way and from a judicial stand-point for the whole people, not alone for the people of Canada but as well for the people of the United States. He takes a fair broad view of the whole subject ; let us hear what his conclusions are :

Finally, let us briefly consider the character of the reprisals to which the United States has resorted at the Sault Ste. Marie canal, hitherto free to all vessels irrespective of nationality or destination. A toll of twenty cents per ton upon freight is levied under certain conditions. The proclamation of President Harrison imposing the tolls in accordance with the act of Congress reads : “ Provided that no tolls shall be charged or collected upon freight or passengers carried to or landed at Ogdensburgh and south of a line drawn from the northern boundary of the state of New York through the St. Lawrence river, the great lakes and their connecting channels to the northern boundary of the state of Minnesota.” In this way our neighbours have copied our example and rendered the occasion for complaint on our part somewhat dubious. Canada grants a rebate of tolls on all cargoes bound for Montreal or a port east of Montreal, whether the vessels be British or American. The United States grants exemption from

tolls to all cargoes though the Sault canal bound to Ogdensburgh, or any American port west of Ogdensburgh, no matter what the nationality of the vessel. Just as the full tolls are exacted by Canada on all cargoes through the Welland Canal to American ports so are full tolls exacted by the United States on all cargoes through the Sault canal bound to Canadian ports. There we have what Secretary of State Foster calls “ parity of conditions,” and it is really somewhat difficult to discover in the conduct of the United States any justification for threats and denunciations on our part. Instead of either whining or menacing, the common sense course is to frankly admit that the Americans have merely taken a leaf out of our book ; to recognize that the policy of reprisals is neither dignified nor profitable ; and, conscious that two can play at the game of fence, to honestly seek to establish a large measure of reciprocity in the carrying trades.

Hon. Mr. BOWELL—Who is the gentleman ?

Hon. Mr. SCOTT—Mr. White, of Cardwell. I will now read from an official source the proclamation of President Harrison under which the twenty cent toll was levied, and I think it is about as diplomatic a paper as I have ever read ; I think he took the language of our Order in Council and just applied it under the same conditions.

Hon. Mr. BOWELL—No.

Hon. Mr. SCOTT—He says, after reciting the fact that we were discriminating by giving rebates of eighteen cents per ton on all grain passing through the Welland Canal destined for Montreal :

Now, therefore, I, Benjamin Harrison, President of the United States of America, by virtue of the power to that end conferred upon me by said Act of Congress, approved July 26th, 1892, do hereby direct that from and after September 1, 1892, until further notice, a toll of twenty cents per ton be collected, levied and paid on all freight of whatever kind or description passing through the St. Mary's Falls Canal in transit to any port of the Dominion of Canada, whether carried in vessels of the United States or of other nations ; and to that extent I do hereby suspend, from and after said date, the right of free passage through said St. Mary's Falls Canal of any and all cargoes or portions of cargoes in transit to Canadian ports.

Now, I think I have proved very successfully, from the writings of a distinguished supporter of the Government, who probably in the other House may have justified their course from a political stand-point—I have proved from his own language what his opinion was ; it corresponds with my own. I thought all along, and I think now that we did make a great mistake in spending so