

Secretary of the Treasury to make such laws and regulations as the commerce on this river requires.

That Bill is Bill No. 17808, and is the one referred to the Committee on the Merchant Marine and Fisheries. The Secretary explained that the Bill covers the Yukon and Stikine rivers, so that, until the Secretary of the Treasury makes the regulations or has come to a conclusion, we are left absolutely in the dark as to whether we are to be bothered unfairly, or as to what the nature of these regulations will be at all.

The MINISTER OF CUSTOMS (Mr. Paterson). Is the hon. gentleman aware whether any regulations have already been made with reference to the Yukon?

Sir CHARLES HIBBERT TUPPER. Yes, the hon. gentleman told us so.

The FIRST MINISTER. Not under this Bill.

Sir CHARLES HIBBERT TUPPER. No, it is not law, and whatever regulations are made, the hon. gentleman will understand, can be very easily unmade by a party that has these wide discretionary powers, and Mr. Gage states particularly that he is desirous of getting into his hands this power, so as to make regulations that may fit the circumstances. All the regulations that are now existing will, of course, stand in the way very little time, should the Secretary of the Treasury of the United States consider it necessary to replace them by others.

But let us take section 13 of another Bill, a Bill with a title not exactly generic to this question. It is an Act extending the homestead laws and providing for right of way for railroads in the district of Alaska. I have it as it was introduced, and I have it as it passed, according to the newspapers. Section 13 of this Bill provides:

That under rules and regulations to be prescribed by the Secretary of the Treasury, the privilege of entering goods in warehouses and merchandise in bond, or of placing them in bonded warehouses at the port of Wrangel, district of Alaska, and of withdrawing the same for exportation to any place in British Columbia or the North-west Territories without payment of duty, is hereby granted to the Government of the Dominion of Canada and its citizens, or citizens of the United States, whenever, and so long as, it shall appear to the satisfaction of the President of the United States, who shall ascertain and declare the fact by proclamation, that no exclusive privilege of transporting through British Columbia or the North-west Territories, goods or passengers arriving from or destined for other ports in Alaska, is granted to any persons or corporations by the Government of the Dominion of Canada, and that the privilege has been duly accorded to responsible persons operating transportation lines in British Columbia or the North-west Territories of making direct communication with transportation lines in Alaska, and that the Government of the Dominion has consented to, and is allowing on behalf of the citizens of the United States the entry free of duty of all miners' outfits and a

supply of provisions and clothing, the whole not exceeding in quantity one thousand pounds for each citizen of the United States proposing to engage in mining in British Columbia or the North-west Territories, and that the Government of the Dominion of Canada has removed all unequal restrictions to the issue of miners' licenses to all citizens of the United States operating or intending to operate in British Columbia or the North-west Territories.

And then it provides that we shall grant American fishermen privileges denied them by treaty.

There is, therefore, the embarrassment to be considered. Business men know better than I, that, owing to the condition of the sea, it may be impossible, when a ship reaches Wrangel, to unload from the vessel into lighters, and it may be necessary to land and warehouse the goods for a longer or shorter time, according to the circumstances. The embarrassment that may be caused under that clause will not be minimized by one who looks at these matters in the light of the ordinary principles of carrying on business.

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

After Recess.

Sir CHARLES HIBBERT TUPPER. I am sorry that, on continuing my observations I have only the pleasure of seeing the Prime Minister (Sir Wilfrid Laurier) and the Minister of Inland Revenue (Sir Henri Joly de Lotbinière) in their places. However, I take it that the absence of other hon. Ministers may be simply a reflection upon myself. I hope that, so far as they are concerned, it is not an indication of any diminishing interest in this interesting question. The Minister of the Interior (Mr. Sifton), I see, has arrived—and it is only fair to say that since my observation was made the Solicitor General (Mr. Fitzpatrick) has been good enough to enter an appearance, and the Minister of Public Works (Mr. Tarte) is also ready for the fray.

The MINISTER OF THE INTERIOR. If the hon. gentleman (Sir Charles Hibbert Tupper) will only have patience for a little, he will have a distinguished audience.

Sir CHARLES HIBBERT TUPPER. It could not be more distinguished, now that the hon. Minister of the Interior is here. The hon. gentleman, speaking some time ago, but speaking in this debate, said among many other extraordinary things, that, forsooth, we had no cause of complaint against the United States. Let me not misrepresent the statement of the hon. gentleman. Let me read the very language he used:

We have had no cause of complaint against the United States Government because of their dealings with us upon this question.