

ment—a Bill which is perfectly consistent with the powers of the United States. I stated yesterday that the executive authority of the United States has the right to make regulations for their own protection, but not to defeat our right.

Sir CHARLES HIBBERT TUPPER. I am willing to take this answer of the Prime Minister, that he did know of a Bill dealing with transhipment other than that containing clause 13.

The PRIME MINISTER. The hon. gentleman cannot find a clause in that Bill affecting this question. It is only for the making of regulations.

Sir CHARLES HIBBERT TUPPER. Excuse me, I have the floor. The hon. gentleman knew of the Bill after I explained it. Before I explained it, the hon. gentleman told me that he did not know of any other Bill than that containing clause 13.

The PRIME MINISTER. This is an insinuation that is hardly worthy of the hon. gentleman; but, Mr. Speaker, let the hon. gentleman read his Bill, and he will find that there is nothing at all in it but power given to the Secretary of the Treasury, and the other proper officers to make regulations.

Sir CHARLES HIBBERT TUPPER. That is what I stated. The hon. gentleman surely does me an injustice when, after I stated what the Bill contained, he informed me that he did know of it. Of course, the hon. gentleman withdraws what he said before, when he told me, as distinctly as anyone could, and as "Hansard" will show, that he did not know. The hon. gentleman evidently had forgotten, and I think he will find that this Bill is not the insignificant Bill which he supposes it is.

I shall, if the House will permit me, take time to show that this is part, and a part and parcel, of a systematic plan attempted by the United States on the western coast of the Dominion, for the purpose of capturing and securing trade at the expense of Canadian enterprise; and it is a dangerous thing for the First Minister of this country to regard so lightly a provision which he says he understands.

Mr. SUTHERLAND. Legislation promoted by Mr. Hamilton Smith.

Sir CHARLES HIBBERT TUPPER. The hon. gentleman is making an extraordinary statement. Does he make it seriously or in chaff?

Mr. SUTHERLAND. I believe it is true—Mr. Hamilton Smith and his associates.

Sir CHARLES HIBBERT TUPPER. The hon. gentleman says, that Mr. Smith is promoting a Bill which the First Minister declares is a harmless and a very ordinary Bill regarding the subject of transhipment; and so we are somewhat bewildered. I ven-

ture to say, that the right hon. the First Minister, at any rate, does not share the supposition that Mr. Hamilton Smith is the suggestor and prompter of these Bills for the creation of difficulties by means of vexatious bond and transhipment regulations of the United States.

Mr. SUTHERLAND. That is what he and his associates are doing, and you are giving them the time to do it.

Sir CHARLES HIBBERT TUPPER. Let me point out, that on the 15th of January Congress was informed, not only of the Bill having to do with this transhipment, but of a report from the Secretary of the Treasury, Mr. Lyman J. Gage, who, to my knowledge, has been in communication, not with Mr. Hamilton Smith, but with parties out on the Pacific Coast whom he was assisting—and he was right from his own point of view—and co-operating with, and who are competing with Canadians for the Yukon trade. This report of Secretary Gage is a very important document, and had considerable weight in the discussion of the Bill by Congress. It is dated the 9th February, and, in referring to the subject under discussion from different points of view, he says:

In order to cover more explicitly the situation, sea-going vessels can proceed to St. Michael, near the mouth of the Yukon. The Yukon is very shallow, in some places only four feet deep. Transfers of cargo and passengers from deep-draught sea-going vessels to river vessels drawing little water are therefore necessary at St. Michael; substantially the same as is true of the Stikine River, and Wrangel, near its mouth.

Then other clauses of the Bill—for the Bill deals with other subjects as well—come in; and, after referring to these provisions, touching particularly the coasting trade, Secretary Gage goes on to say:

Section 3 is designed to give the Secretary of the Treasury full powers to regulate the transfer of cargoes and passengers from deep-sea vessels to shallow vessels bound up the Yukon and the Stikine. The conditions under which such transfers will occur cannot now be fully foreseen, so the bestowal of discretionary power in the Secretary of the Treasury seems the only way to meet the situation.

Hon. gentlemen opposite can only comfort themselves by assuming that the Secretary of the Treasury will make those regulations in conformity with treaty rights and obligations. But the trouble is, that he is vested by that Bill with wide and ample power to ruinously embarrass and impede our trade and shipping up the Stikine River. That Bill was under consideration on February 15th in Congress, and that report was read in conjunction with it, and this explanation was given why this discretionary power is vested in the Secretary of the Treasury:

This is made to apply to the new station in Alaska in the navigation of the Yukon and Stikine rivers. The Secretary says it is impossible to frame a statute which might not do great injustice, and so it is left in the discretion of the