

Mr. McCALLUM. They do not charge for saving life as you say.

Mr. McCUAIG. I am only saying that so far as liberality goes, these things are governed entirely by the spirit of trade. If a vessel is in great distress, and there is only one tug on hand to assist her, it often occurs that the captain of the tug having one object, the interest of the owners in view, loses sight of that which should guide him, the great spirit of humanity. I believe the American Board of Trade is willing to co-operate with the Dominion Government in a liberal spirit, to make these laws as perfect as possible. I clip the following from a leading Ontario paper:—

"There is one point in Secretary Evert's letter on the wrecking question which has some truth in it. He complains that our wrecking service is inefficient."

I endorse every word in that letter. I say, as one largely interested in the trade of the country, it is inefficient; and with the exception of Mr. Donnelly, of Kingston, the tug-owners charge exorbitant rates.

Mr. McCALLUM. My hon. friend tells the House that if we had American competition we could save life at cheaper cost than now. I ask hon. members if they ever knew a case where men charged money for saving life under such circumstances. Is there anything in the laws of this country or the laws of nature to prevent a man saving a life in danger? This humanity cry is merely used as a lever to cheat Canadians of their just rights. My hon. friend read a letter from the Buffalo Board of Trade containing statements which were utterly untrue. The statement that the *Kingfisher*, which was abandoned, would have been brought safe into Buffalo harbor a week ago were it not for the Canadian laws, is one which the facts do not bear out. The article of which the member for Prince Edward (Mr. McCuaig) spoke, and which he ascribed to the Canadian press, was from the Buffalo *Courier*, and no doubt emanated from some member of the Board of Trade. I should like to know what appliances they have in Buffalo to assist wrecks. There are only two pumps at Buffalo and neither is fit to pump grain out of a vessel, because they are nine and ten inch Wellington pumps, which are perfectly useless, as far as getting the vessel off is concerned. All the hon. gentleman has to do, is to go down to the office of the hon. the Minister of Marine, and he will see the number of tugs that are at Port Colborne. If he will look at the Steamboat Inspection Act, and the fees of collectors from steamboats, he will see the number of tugs that we have, and not be so ready to take the authority of the Buffalo Board of Trade as to the resources of the country. Will the hon. member believe the statements of that Board of Trade, as opposed to those of the hon. member for Essex? I would like to ask the hon. gentleman, if he knows what pumps the Americans have got. How many have they got on Lake Superior? They have not got one. The Canadian Wrecking Company keep at Windsor, all the time, one boat and three pumps. As true Canadians we must protect our own interests. What is the American rule? Secretary Everts said they had this rule for thirty years: that Canadian vessels were welcome to assist vessels in distress, no matter what their nationality was, as long as they were in Canadian waters, and under the jurisdiction of the Canadian Government. This is very kind of Secretary Everts to tell us that poor Canadians are permitted to work in their own waters. You would fancy, from the remarks of my hon. friend, that the Canadian tug-boats should be continually sailing up and down our waters to prevent vessels from running ashore. I can tell my hon. friend that tugs are like doctors. You never send for them except when you want them. As far as I know the stock is a poorly paying one. Our people are struggling hard to keep the wrecking business in Canadian waters for Canadians, and I trust that

the Government will give them all the proper assistance they require to accomplish this object. I am quite willing to have reciprocity, but it must be a reciprocity of fair play. Let the Americans give us an equivalent for what we give them. If they have a grievance, if we are acting against good neighborhood and the interests of humanity, let them throw open their coasting trade, so that Canadian tugs may have the privilege of towing from one American port to another; and I am quite sure that if they concede these privileges, Canadians will not fear the competition.

Mr. McCUAIG. I would like to ask the hon. gentleman if he is acquainted with the tug *Prince Alfred*?

Mr. McCALLUM. Yes, I am.

Mr. McCUAIG. Are you aware that she draws eleven feet of water. If she does, I maintain that she is unfit for the service.

Mr. McCALLUM. It depends altogether upon the amount of fuel that may be upon the tug whether she will draw 9 feet of water or 11 feet. If she has only a small quantity of coal, she will not draw 11 feet; if she has a large quantity she may draw 11 feet. If my hon. friend knows anything at all about wrecking, he must know that if it is necessary for a tug to approach a vessel, that is lying in shoal water, she should have only a light load and a light draught in order to get alongside. My hon. friend, if he is desirous of getting all the facts in the matter, should go to the Library and get them, instead of accepting the *dictum* of a member of the Buffalo Board of Trade. Another hon. member, I remember, on a former occasion, accepted the statements of gentlemen connected with the Buffalo Board of Trade, and I think I can trace the same hand in the present instance.

Mr. McCUAIG. I only wish to say that I do not believe that the Secretary of the Board of Trade at Buffalo—a respectable body—would make a misstatement over his own signature.

Mr. ROBERTSON (Hamilton). Since my hon. friend from Monck (Mr. McCallum) has had the kindness to allude to me, I think it is incumbent upon me to rise and explain. Two years ago I had an interview with a gentleman from Buffalo, I do not know whether he belonged to the Board of Trade or not, but he succeeded in gaining my sympathy very much on this question, and I thought it my duty to bring before the House the subject which is now under discussion. I was induced to believe that there was a very great want of reciprocity between the Government of the United States and the Government of Canada; and I was made to believe that a want of humanity did prevail on the part of the Canadian Government; that while the Americans were willing to reciprocate in every way possible, Canadians themselves turned a deaf ear to all their entreaties and solicitations in that direction. I was told that the Government of that day were the cause of all that unfortunate and unneighborly conduct on behalf of Canada, and I was told that an order had been issued by the then Minister of Customs making it imperative upon all tugs or vessels which went to the assistance of vessels in danger to go to the port nearest the disaster and get permission before they could render aid or succor. When I perused the document which I am about to read, I certainly thought there was a good deal of truth in what was stated to me by the gentleman who made the complaint. This document is as follows:—

"No. 3, CUSTOMS DEPARTMENT,
"OTTAWA, March 8th, 1878.

"SIR,—I am now instructed by the Minister of Customs to call your attention to the bearing of the Customs Law upon the treatment of wrecked vessels, or property, in Canadian waters, which provides, in effect, that no vessel, foreign or Canadian, has a legal right to interfere with wrecked vessels or materials in Canadian waters, unless permitted