

the fact of its costing a little more than we would get directly in return, would be a thousand times over compensated for by the fact that we should remove all those difficulties with the United States which are constantly arising, as well as many other perplexing questions which now exist in the political arena. Another important advantage would be this: It would enable us to negotiate with still more force and powers with our neighbours across the border by having but the one interest, instead of two, to be represented at the conferences. It would also relieve the mother country from many of the vexatious negotiations and much of the trouble and annoyance which is given to her by the constant friction existing between these two portions of her dominions. For these and many other reasons, I favour union with Newfoundland. When the papers are laid upon the Table, hon. gentlemen will have a better opportunity of learning what position we took upon that and other matters, more particularly upon the question of union. I can only hope, and I say it with all sincerity, that we may all live to see that island a part of this great confederacy, and that we shall go on prospering in the future as we have in the past. There is one other question to which I desire to call the attention of the House. The leader of the Opposition condemned the Government for the position it has taken on the question of wrecking salvages and towing. It is true, an arrangement was entered into between the United States and Canada, to reciprocate in these matters, but it was to be confined, as the Canadian delegates understood it, to waters contiguous to the United States, for Canadian vessels; and to waters contiguous to Canada for United vessels. It was never contemplated that this privilege should extend to the Welland Canal. The House will readily understand the position Canada would be in, were the privilege of wrecking extended to the canals. An accident might occur to a United States vessel in the canal and the owners might insist upon waiting for assistance until wrecking appliances could be procured from Buffalo or Chicago, thereby stopping the whole trade of the country in order that the work might be given to an American company, which in all probability had an interest in the vessel wrecked or injured. The correctness of the position the Government has taken does not admit of

a doubt, and therefore, not debatable, except for the unlaudable purposes of carping and finding fault. To show the claim of the United States Government is of no consequence to those interested, I quote a short extract from the "Annual report of the Board of Managers of the reorganized Lake Carriers Association" of Cleveland, Ohio, of January 2nd, 1893. These gentlemen, among other things, say:—

As the benefits of reciprocity in wrecking would largely fall to American vessel owners, and further delay would be greatly to their disadvantage, and as the privilege of carrying on American wrecking operations in the Welland Canal is not regarded as important, the Board of Managers have recently called the attention of the American Department of State to this subject, to the end that the American Act of Congress may, if necessary, be amended at the present session by striking out the reference therein to the Welland Canal, thus making possible immediate proclamation of reciprocity in wrecking by the President of the United States. The Department of State is fully advised of the importance of securing this aid for American wreckers and vessels owners, and we are satisfied that by the opening of navigation this privilege so long sought will be an accomplished fact.

With these remarks, I leave the question for the consideration of those who view questions of this kind from a Canadian, rather than a party stand-point. I have just one word to say in reference to this country and its prosperous condition, and I will have done. I must first apologize for occupying your time so long. The hon. gentleman drew a most painful picture of the state of this country. Horror and dismay were depicted in every sentence he uttered. Plague and pestilence and war, and almost everything that could devastate a country, must have been paramount in his mind. I think, I can give him a recipe for all the difficulties, so far as he is concerned. If the people would permit him to occupy my seat for a few years, you would find he and his colleagues would begin to extol the country and to affirm it to be the brightest gem in the crown of Great Britain; and that it is prosperous beyond any other country in the world. Unfortunately, however, for him and his co-workers, the people of Canada have not sufficient confidence in them to trust them with the management of their affairs. Let me before closing observe that the hon. gentleman called to his aid the statement of Mr. Robert White, M.P., in an article which that gentleman published in the *Lake Magazine*, on the canal tolls question, as an