

by the Americans themselves to be of no practical benefit to us. Now, I turn to another phase of this matter: that is, the negotiations with Newfoundland. We are well aware—if the report is correct, and I have no doubt it is—that this year Sir Ambrose Shea was sent by the Newfoundland Government to Washington. Whether previous negotiations had taken place with Washington or not, does not appear; but the first thing we discover by the papers was that Newfoundland had imposed retaliatory duties. On the 18th of May the Acting Deputy Minister of Finance telegraphed to the Provincial Secretary of Newfoundland to ascertain if the Government there had taken any action with regard to differential duties against Canada. On the 19th of May the reply was that if Canada imposed duties on the produce of their fisheries an extra duty was imposed on pork, flour, butter, tobacco, kerosene oil, and corn meal from Canada—otherwise, all would remain as before. A copy of the Act passed by the Government of Newfoundland was sent to our Government on the 22nd of May, and was received by the Government here on the 1st of June. Matters were allowed to drift until the 26th of June, when the Colonial Secretary of Newfoundland telegraphed as follows:—

“May we assume fish and fish products will be duty free in Dominion after 1st July?”

Evidently feeling sure that this Government would take some action. The reply of the Minister of Customs, on the 30th of June, was as follows:—

“Fish will be dutiable on and after 1st July. Question of interchange of commodities with Newfoundland will be considered after Parliament rises.”

Apparently that did not satisfy the Newfoundland Government, and Sir Wm. Whiteway, on the 2nd of July, telegraphed to the Premier:

“Our Revenue Act last Session sent Deputy Minister of Finance; please reply to it; under it our Government having no alternative but collect extra duties on certain Canadian products. If you collect duties on our fish products, this operation will disturb trade relation in the Dominion. I would therefore urge necessity immediate action, and not deferring as proposed by Deputy Minister to Colonial Secretary. Our Government very anxious our trade relations with the Dominion should not be disturbed. Your deferring action will cause transfer trade to United States. One steamer from Montreal just arrived; another expected; delay therefore serious. If you propose admitting our fish duty free, please answer promptly that we may have power to act.”

We know then that a deputation visited Ottawa from Montreal composed of parties connected with the present Government.

Sir JOHN A. MACDONALD. What do you mean by that?

Mr. WELDON. I beg pardon; supporters of the present Government.

Sir JOHN A. MACDONALD. No; some of them were the other way.

Mr. WELDON. The hon. member for Montreal Centre (Mr. Curran), the hon. member for Montreal West (Mr. Gault), as well as the hon. member for Northumberland (Mr. Mitchell), were willing to forego their usual Sunday trip in order to assist the deputation; and on the 4th of July the Government, through the Minister of Customs, telegraphed to the Colonial Secretary of Newfoundland:

“Duties on fish suspended to allow time for negotiations. Please send commissioners for the purpose.”

Now, what I say is this: The people from Montreal do not consider that they make us pay 60 cents duty on flour in the Lower Provinces for the sake of Montreal, but when Newfoundland retaliates, when the shoe pinches in Newfoundland, the Newfoundlanders can send us fish free, so that the

Montrealers may send them flour free. We, in the Maritime Provinces, have Newfoundland fish coming in free to compete with our fish, and in the United States we are handicapped by duties on our fish. All through this business there has been nothing but blundering. The opportunity for obtaining a fair and reasonable arrangement with the United States was allowed to slip by. From the disposition evinced by the late President of the United States, I believe he would have assisted in this matter equally well with the present President, and then there would have been opportunity to negotiate with the United States Cabinet, and have passed through Congress and our Parliament, if not a permanent, a temporary arrangement. There is another point to which I propose to refer but briefly, because it is a matter more of interest to Ontario than the Maritime Provinces. Article 30 of the Washington Treaty provides as follows:—

“It is agreed that, for the term of years mentioned in article XXXIII of this treaty, subjects of Her Britannic Majesty may carry in British vessels, without payment of duty, goods, wares or merchandise from one port or place within the territory of the United States, upon the St. Lawrence, the great lakes, and the rivers connecting the same, to another port or place within the territory of the United States as aforesaid; provided that a portion of such transportation is made through the Dominion of Canada by land and carriage and in bond, under such rules and regulations as may be agreed upon between the Government of Her Britannic Majesty and the Government of the United States.”

Citizens of the United States may, for the like period, carry in United States vessels merchandise in the like manner. To that article, also, the notice has put an end. It seems difficult to comprehend what that means. The Customs regulations of 1884 have been cancelled, and it is very difficult to know what that is. No doubt great fears are entertained that it might interfere with the ordinary transit through the United States. No doubt the time the matter was discussed in Congress it was evidently intended that the article relating to *in transitu* goods should remain unrepealed, but the question arises under the Customs regulations; and we find in the papers that the collector at Chicago refuses to clear out Canadian vessels. We find in to-days Montreal *Herald* a letter from Mr. Fairchild to the collector of Customs of Oswego, dated the 11th July:

“SIR,—Referring to your letter of the 8th instant, in regard to the internal effect of the circular of this Department of the 2nd instant, of which instructions were given to the Customs officers, in the matter of transportation of merchandise through Canada by routes part rail and part water, your attention is invited to the following statement of facts under article 29 of the Treaty of Washington: ‘Transportation by all railroads from one point in the United States to another through the Dominion of Canada, and from one point in Canada to another through the United States, is authorised, under article 30 of said treaty. Transportation through the territory of both Governments by routes partly by rail and partly by vessels on the great lakes and connecting waters is authorised. [See synopsis 2171.] By an Act approved 3rd March, 1883, Congress directed the discontinuance of the 30th article referred to from and after 1st July, 1885, and notice to that effect was promptly given Her Majesty’s Government through our Department of State immediately after the approval of the said Act. The circular of this Department of the 2nd instant simply directed the Customs officers on the northern frontier to continue shipments of merchandise passing through Canada under transit manifests between American ports, by routes part rail and part water, and instructed them to hereafter treat goods arriving at their ports by such routes as importations from foreign contiguous territory, that is to say, that such goods upon arrival should be entered. Of course, if merchandise so arriving is of domestic production, it will be admitted to free entry on presentation of proofs and in the manner prescribed by law and regulations. Merchandise arriving by all-rail routes will be treated as heretofore, the 29th article of the treaty not having been terminated. That portion of your letter relating to the use of the Welland Canal and incidental ports for the transportation of cargoes by means of the Welland Railway will be further considered by the Department.’”

I merely refer to this; but there is one thing they have paid a little attention to is the article of fish, and that is the giving to Americans the benefit of fishing in our waters without our receiving any corresponding benefit from the Americans; and while they have been doing this, this article regarding the transportation through Canadian and American territory has never been referred to or notice taken of it. I think the Government have been guilty of great