

succeed; that is something we cannot help. Having made the bargain we must adhere to it. Under any circumstances, no matter what the result may be, it is an immense advance, and I hope in the future the precedent may be followed that wherever we have these international difficulties they will be referred to an independent tribunal for settlement. There is no doubt that we have suffered in this, as we have suffered in many other things. We are overshadowed by the mother country. Britain must be on good terms with the United States. They each do with the other their largest trade; they buy and sell with each other more largely than with any other country, and Great Britain cannot afford to quarrel with so good a customer. I need not cover the ground which I have gone over so often before in this House, but this illustrates my principle. It is a matter of history now, but it seems rather curious that on this occasion all the points were settled in favour of Canada. The contention of the United States that the Behring Sea is *mare clausum*, and their pretensions that they bought from Russia the right to the whole of the Behring Sea, on which they founded their claim to exclude us, were decided against them, and Canada was declared perfectly right. And so in regard to the Pribyloff Islands; it was decided that England, France, Newfoundland and Canada all had their rights up to the three-mile limit. Having gone thus far, one would suppose that the natural consequence would be some proposal from the other side as to what Canadians were willing to do about it as to whether they would make a bargain—some proposal to have an international talk on this and other international questions, as to the preservation of the seals, and as to the three-mile limit—but no, the Alaska Company had the ear of the United States Government and the United States, by some very clever method, seem to have obtained the ear of those gentlemen who were on the board. They say "we will give the United States the control within a zone of sixty miles." That seems to be a rather paradoxical way of settling matters. Practically, I suppose, it gives to the Americans, if they can enforce the regulations as against the rest of the world, exclusive control in those waters in the future to a very large extent. No doubt some of the seals will come outside of this zone, and if they do our clever Canadian

sealers will be able to continue their work, but not to the extent that it was carried on formerly. It does seem to me a very curious conclusion, and I quite appreciate the reasons which prompted the representative of Canada to decline to sign the convention. While saying that, I am quite sure that Canada had a very faithful and able representative, and that it was through no omission or want of consideration of his or of the ministers who prepared the factum. It is my firm conviction that had the arbitrators been influenced by the reasons which ought to have prevailed, the matter would have been differently settled. However, it seems to have been settled on the ground of expediency, and I am glad it was settled, no matter what the result. We can afford to lose even that much, so long as we feel that we are living up to the arrangement which we ourselves have been a party to, and when things go against us, the best policy is to accept the decision with good grace. We are next informed that some very important legislation is to be brought under the notice of Parliament this session on a matter that has for some time agitated the minds of the mercantile community—I allude to the subject of insolvency. No doubt hon. gentlemen are aware that partial legislation, as far as the province could enact it, has already been adopted in at least one province, but it is unsatisfactory in many ways. The decision of the Imperial Privy Council rendered the other day, like some other decisions of that august body, has not proved quite satisfactory to some. I am very glad indeed that the Government has taken the subject up and will submit to Parliament a bill dealing with insolvency. The subject is one which specially appertains to the department over which the hon. leader of this House presides, and I would ask that he take charge of the bill in this Chamber and give us something to do while they are discussing the tariff in the other branch of the legislature.

Then the last paragraph of the Address refers to the question of steam communication on the Atlantic and Pacific oceans, no doubt foreshadowing what has been the subject of a very great deal of discussion in the press, and of what is known in the east as the fast Atlantic service. It of course is a subject of very great gratification to Canadians if they can make Canada the highway between the motherland and Australia. If