

other Hudson River points, but which is denied to the craft of Canada; and by thus closing the Hudson against us, as in the past, scores of our barges and tugs are lying idle, moored, as it were, within the shadows of the Parliamentary walls of this Dominion at Ottawa, and their crews wandering through our streets without employment, while scores and even hundreds of American boats are doing our work, and for occupation some of our most enterprising and energetic Ottawa forwarders have to tie up their own craft and are turning an honest penny as best they may by acting as Brokers and Shipping Agents for our cousins over the way. Does such a state of things tend towards the cultivation of a national feeling of pride and respect towards this Dominion of ours, on the part of its citizens? I think not, but on the contrary tends to render us unworthy of the glorious Constitution under which it is our privilege to live, as it also tends to lessen our claims upon the closest possible alliance with the Crown and Flag of old England, which it is, as it should be, the hearts desire of every true Canadian to perpetuate. I have said that the clause quoted from the Washington Treaty, in my humble judgment, contains our remedy for the jug-handle interpretation on the part of the United States by which they would exclude us from the Hudson River, and only requires enforcement on the part of our Government. And so thought our Hon. the Minister of Customs of the day on being informed of the exclusion of our craft from the Hudson, whereas American craft enjoy all the privileges in the use of our Ottawa and Chambly rivers, neither of which, as well as the Hudson, as stated, are mentioned in the Treaty; and he was at the moment, very properly I think, disposed to accept the United States interpretation at the moment on their own ground, and a communication from our Government to that of the United States was about being prepared, to the effect that inasmuch as the craft of Canada had been denied the use of the Hudson River, it would be the duty of this Government to likewise exclude American craft from the Chambly River. But at this stage, it is understood, the Premier intervened, and decided to pass this great injustice to our country without even a protest, by the rather novel argument against ourselves—I take the liberty of saying—i. e. that the Chambly River was a canal, because it had been dredged, hence the course as decided by his Minister of Customs was not adopted. Now, sir, I take it that the Chambly River in reference to the Chambly Canal occupies precisely the same position as the Hudson River occupies relative to the canal at Albany, and the Hudson

has some day also been dredged, and in consequence is a canal. This matter appears, in my humble judgment, to stand thus according to the Premier's interpretation. He should claim the Hudson River as included in the Treaty, because it is a canal, this river having been dredged. On the other hand, if the United States continue to refuse the navigation of the Hudson to us on the ground that it is not stipulated in the Treaty, then surely on their own argument this country has an equal right to exclude their craft from both the Ottawa and Chambly rivers for the same reason, i. e., these rivers are not stipulated in the Treaty, but in this, as in other matters of our treaties with the United States, they invariably so choose to interpret so as to make it "heads they win, tails we lose," and small blame to them so long as this country meekly submits to such sharp practice on their part. In conclusion on this subject I cannot do less than express a hope that our Government may at an early day find backbone sufficient to correct this grave injustice to the Canadian carrying trade. I have shown also that our present system of registration to foreign vessels is a species of legislation discriminating directly against the success of our Dominion Ship-builders, but in reference to this important branch of manufacturing industries there exists, connected with our registration, this still more extraordinary anomaly, i. e.: while for example, a steamer complete in every respect, engine, &c., &c., is admitted free from the United States, our Ship-builders, in importing iron tubing (not made in this country) or any other material entering into the construction of steamers or vessels, are compelled to pay a duty of 17½ per cent. A word more, sir, and I have done, as I have I fear intruded perhaps too far upon the time at this late stage of your proceedings. It might not be amiss for me to add that I have no personal interest whatever, directly or indirectly, in the subjects of my resolution, though prior to 1868 my entire pecuniary interests for 25 years were continuously involved therein; hence my opinions, be they right or wrong, are the result of the hard knocks of personal experience, and in consequence I suppose I have a soft side towards my old trade; but I have a still stronger sympathy and desire for the advancement of the general industries of our country and its national honour and integrity.

Mr. J. M. Currier, M. P., in seconding the resolution, said there was no doubt but that there was something wrong with regard to the inland carrying trade.

The resolution was carried.

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