

the people of Canada on equal terms with the people of the United States.

In the speech of my hon. friend to which I have referred, that canal he says is only secured to Canada during the existence of the treaty. I say it is secured for all time, just as the navigation of the St. Lawrence is given for all time. The United States have gone to all the expense of building the canal, and now we have the free use of them. If the United States put on a toll there we pay no greater toll, and it is of the first and last advantage to the commerce of both nations that the deepening of these channels should be gone on with, and I can tell my hon. friend, moreover, that in this present Congress there is a measure to spend a large additional sum of money on this canal out of the revenues of the United States for that object. So much for the St. Clair Flats.

Now, sir, as to some of the advantages to be gained by the Treaty, I would call the attention of the House to the 29th clause, which clause ensures for the whole time of the existence of the Treaty, for twelve years at least, the continuance of the bonding system. We know how valuable that has been to us, how valuable during the winter months when we are deprived of the value of a seaport. The fact that the American press has been loudly calling for the abolition of the system is a proof of the boon which they considered it to be. They have said that if Canadians would be so bumptious, they would be deprived of this system, and allowed to remain cooped up in their frozen country. If the United States should ever commit the folly of injuring their carrying trade by adopting a hostile policy in that respect, and they have occasionally as we know adopted a policy hostile to their commercial interest, they could do so before this Treaty was ratified—they cannot do so now. For twelve long years we have a right to the bonding system from the United States over all their avenues of trade, and long before that time expires I hope we shall have the Canadian Pacific Railway reaching to the Pacific Ocean, and with the Intercolonial Railway reaching to Halifax we shall have an uninterrupted line from one seaboard to the other. (*Cheers.*) This is one of the substantial advantages that Canada has gained by this Treaty.

Then, sir, the 30th article conveys a most valuable privilege to the railways of Canada that are running from one part of the country to another, and I must take the occasion to say that if this had been pressed upon the consideration of the American Government and American Commissioners at Washington during the negotiation much of the merit is due to the hon. member for Lincoln (Mr. Merritt). He it was who supplied me with the facts, he it was who called attention to the great wrong to our trade by the Act of 1866 and, impressed by him with the great importance of the subject, I was enabled to press the adoption of this article and to have it made a portion of the treaty. Now, sir, that this is of importance you can see by reading the Buffalo papers. Some time ago they were crying out that the entrance had been made by the wedge which was to ruin their coasting trade, and that the whole trade of the lakes was being handed over to Canada.

Under this clause, if we choose to accept it, Canadian vessels can go to Chicago, can take American produce from American ports and can carry it to Windsor or Collingwood, or the Welland Railway. That same American produce can be sent in bond to our frontier, giving the traffic to our vessels by water and our railways by land, to Lake Ontario, and can then be reshipped by Canadian vessels to Oswego, Ogdensburg or Rochester, so that this clause gives us a direct amelioration and relaxation of the extreme, almost harsh exclusive coasting system of the United States (*Hear*) and I am quite sure that in this age of railways and when the Votes and Proceedings show that so many new enterprises are about to start, this will prove a substantial improvement on the former state of affairs.

Then there is a provision that if, in the exercise of our discretion, we choose to put a differential scale of tolls on American vessels passing through our canals, and if New Brunswick should continue her export duties on lumber passing down the River Saint John, the United States may withdraw from this arrangement so that it will be hereafter, if the treaty be adopted, and this act passed, a matter for the consideration of the Government of Canada in the first place, and of the Legislature in the next, to determine whether it is expedient for them to take advantage of this boon that is offered to them. As to the expediency of their doing so I have no doubt, and I have no doubt Parliament will eagerly seek to gain and establish those rights for our ships and railways. (*Hear, hear.*)

The only other subject of peculiar interest to Canada in connection with the treaty—the whole of it, of course, is interesting to Canada as a part of the Empire, but speaking of Canada as such and of the interest taken in the treaty locally—the only other subject is the manner of disposing of the San Juan boundary question. That is settled in a way that no one can object to. I do not know whether many hon. members have ever studied that question. It is a most interesting one, and has long been a cause of controversy between the two countries. I am bound to uphold, and I do uphold, the British view respecting the channel which forms the boundary as the correct one. The United States Government were, I believe, as sincerely convinced of the justice of their own case. Both believed they were in the right, both were firmly grounded in that opinion; and such being the case there was only one way of it, and that was to leave it to be settled by impartial arbitration.

I think the House will admit that no more distinguished arbiter could have been selected than the Emperor of Germany. In the examination and decision of the question he will have the assistance of as able and eminent jurists as any in the world, for there is nowhere a more distinguished body than the jurists of Germany, who are especially familiar with the principles and practise of international law. Whatever the decision may be, whether for England or against it, you may be satisfied that you have got a most learned and careful judgment in the matter, to which we must bow if it is against us, and to which I am sure the United States will bow if it is against them. (*Hear, hear.*)