

the deepening of the canals and his reference to the fisheries. I think that the utterances that he gave to the public through the interview, which has been made a part of the legislative records of the country in so far as it was read out in the House of Commons and has been constantly referred to, were very timely. What do we find at the present moment? We find the Marquis of Salisbury and the Secretary of State of the United States engaged in trying to mature a plan by which international arbitration can be brought about in place of war when vexed questions arise. The question is of very great interest to every one in the English-speaking world. We find at the same time that Lord Russell of Killowen, the Lord Chief Justice of Great Britain, has made his visit to the United States a mission of peace with the same object in view, and has expressed himself in the city of New York in the same manner. It is certainly only an act of graciousness and courtesy on our part to hold out to the people of the United States the same feelings of friendship that are now being displayed between these two great leading nations. So far as the deepening of the canals is concerned, it is a question that is looked upon with great favour in our western country, and, apart from the view that I had expressed upon in regard to Mr. Laurier's utterances, it would be only my duty to support him in the effort towards deepening the canals of the St. Lawrence River. What we require in our western country is cheaper transportation and greater facilities for getting rid of our produce, and I can see no difference between deepening the canal by a joint action on the part of the people of the United States and the people of Canada—I can see no difference from the position that we occupy to-day, because two-thirds of the produce of the North-west Territories and Manitoba goes through the Erie Canal by way of New York, and if we can improve our channel of communication, if we can change the policy of our coasting trade so that that communication and that great western trade can be diverted to our own country I say so much the better. So far as resigning our sovereignty or giving up our rights to our canals or anything of that kind is concerned, I do not think that should weigh in the matter. We have precedents in other countries where the same conditions prevail. We see that the River Danube, which goes

through one or two or three States, is made free and common to all. We see that the improvements on that river are placed in the hands of a commission. The government of Great Britain gave a loan of \$750,000 towards the improvement of the channel of the River Danube, and the channel was deepened from 9 to 20 feet at the mouth so that the ocean trade can penetrate those States. It seems to me, hon. gentlemen, that that is somewhat of a parallel case to the present one.

Hon. Mr. MACDONALD (B. C.)—On what security was the loan made?

Hon. Mr. BOULTON—Upon the security of the improvements. I believe the improvements were in the hands of a commission. A small toll was charged in order to pay for the cost. I cannot tell exactly what the returns are, or how it has turned out financially. All I can say is that Great Britain joined with the other foreign countries in making these improvements to open up the River Danube, and the trade was distributed through it to other parts of the world.

Hon. Sir MACKENZIE BOWELL—Does not the Danube run through two or three states or countries?

Hon. Mr. BOULTON—I think it runs through two or three States—Austria, Turkey, Servia, etc.—but some of the states are small in comparison with our country here. I think there are many other instances in which the riparian rights of those who reside behind may be considered in the question, and in discussing that question we can discuss it from the standpoint of the interests of the country. I think what we should endeavour to do is to regard our neighbours as natural friends and not as natural enemies, and if we work on those lines I think it will redound greatly to the benefit of Canada in our trade relations and in the progress of the northern half of this continent generally. The water way by the St. Lawrence River is a magnificent one, but it wants improvement. At the present moment we have only a depth of nine feet in reaching the seaboard, soon to be completed to fourteen, which we hope will draw a large share of the ever increasing trade of the west. There are magnificent lines of steamships of large