

owners should desire the protection of the Government with regard to their interest; and I do trust, when these papers are brought down, it will be found that the present Administration will carry out the policy which the Mackenzie Administration adopted, and which was so entirely satisfactory, being, as it was, just and humane to both nationalities, and fairly protective to this important Canadian industry. This gentleman, Mr. Pace, stated that there is not a boat in the whole chain of lakes, belonging to the Canadian service, worthy of the name. I would ask that particular enquiry be made and information obtained as to whether that statement is true. We ought not to allow statements of that kind to go unchallenged. We ought to have information from the officials as to the condition of the wrecking tugs used on our inland waters, which have come under the sweeping censure of Mr. Pace. I am informed there are wrecking tugs at Collingwood fully equal to all requirements; also that the wrecking fleet at Port Colborne is quite equal to the lake fleet at Buffalo, and to my personal knowledge the wrecking fleet which is employed mainly on the Detroit River, between Lakes Huron and Erie, are very efficient vessels. Among others we have the *McArthur*, the *Erie Belle*, the *Minnehaha*, the *Paul Hackett*, and many others, plying on the Detroit River and neighboring lakes. We have also the infamous wrecking company which has especially called down the wrath of Mr. Pace, whose boats are of first-class capacity, containing all the modern appliances, and are always kept with their fires ready, so that they can have steam up in one hour, and be on Lake St. Claire, or at Amherstburg, or at the mouth of the river within two hours of the receipt of a telegram from Windsor. They are kept there the whole season, and, considering the enormous expense which a fleet of this kind costs, in the way of appliances, steam pumps, &c., it would be most outrageous to allow American vessels to compete with Canadian tugs in Canadian waters, unless some measure of reciprocity were granted. There are instances to my knowledge, I regret to say, in which collectors of customs have granted facilities to American tugs where Canadian tugs were available. I do not think the late Minister of Custom contemplated, when he issued those instructions to collectors of customs, that such advantage would be taken of them, and I am sure the present Minister does not approve of this being done. It is within my knowledge that some American vessels, which were stranded near Amherstburg, waited two days to receive the assistance of an American tug which was owned by the agents of the vessel, when Canadian tugs were lying at Amherstburg ready to undertake the work. What real grounds of complaint the Americans have I do not know. All the concessions and favors have been granted to American tug owners, while I am not aware of any instance in which a concession of any kind has been granted to a Canadian vessel or tug. I know of instances of Canadians having been fined for aiding Canadian vessels in American waters. If any grievance exists upon this question, I think it was on the side of the Canadians rather than the Americans, who are in the habit of indulging in some bluster and misrepresentation upon this subject, as upon some others, for the purpose of getting some advantages which they might not otherwise obtain. When they talk about reciprocity in wreckage, they talk about something which is unreasonable and absurd. The character of the coasts of our inland waters is such that accidents to vessels mostly happen upon Canadian waters, and the Americans wish to have a reciprocity which would give them all and give us nothing in return. If there is to be a reciprocity at all let it be a real reciprocity not only in wrecking, but in towing in American or Canadian waters; let us have also a reciprocity with regard to Customs regulations, so that the heavy tonnage dues which they now charge upon vessels engaged on the inland marine should be more fairly balanced. At the

Mr. PATTERSON (Essex).

Present time the American Customs authorities charge Canadian vessels more than double the dues for entrances and clearances than they charge vessels sailing under their own flag. When they are ready to meet us half way in regard to these matters, I am quite sure that our inland marine will be happy to consent to a reciprocity in wrecking regulations also. But it would be wrong for our Government to agree to a reciprocity which would drive out of the wrecking industry a number of tugs, which have been constructed at great expense and fitted up with every suitable appliance for the efficient conduct of the business in which they are engaged. The Secretary of State for the United States has, I regret to say, been grossly deceived by his subordinates with regard to this matter. I know of my own knowledge that the report which Mr. Pace has made with regard to that section of our inland marine of which he writes is absolutely and literally untrue. I should think it would be advisable that the Minister of Customs should cause an authoritative enquiry to be made, and if it be found that the Americans have any real ground of complaint, the matter might be laid before the United States Government, and the way thereby paved to the establishment of a real reciprocity between the two countries, with regard to the matters to which I have adverted. My attention has been called to an article in the *Hamilton Spectator* of recent date, in which it is stated that a new wrecking company is to be formed, with a capital of \$500,000, to carry on operations, not only in the upper lakes and rivers, but in Lake Ontario and the St. Lawrence. Whether this is the company for, which my hon. friend from Montreal West (Mr. Gault) is seeking incorporation I cannot say. I wish again to assure the Government and the House that the report of Mr. Pace is a gross caricature, more worthy of Mark Twain, in his graver moments, than of a United States Consul sending to his Government a grave official document. Our fleet is thoroughly efficient, and quite capable of discharging its duties, as anybody who has read the shipping news during the late disasters, can amply testify. The company which seems to fall especially under the disapproval of Mr. Pace, is only a small part of our wrecking fleet in those waters; but though only a small part its vessels are very efficient; the boats I mentioned, and especially the *Prince Alfred*, are the best wrecking tugs on our lakes, either Canadian or American; they are kept up at an enormous expense; they are always ready in fair or foul weather, on an hour's notice to start to any point on the Canadian lakes or rivers at which their services may be required. The business has been very satisfactorily conducted for the past few years, and the desire on the part of the American tug ring to get hold of the business, may have induced them to make representations to Mr. Pace which have led him to make such a report as he has made to his Government. Mr. Evarts refers to the Act which was passed by the American Congress in 1878. It is an Act to aid vessels wrecked or disabled in the waters coterminous to the United States and the Dominion of Canada, and the preamble reads as follows:—

"Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that Canadian vessels of all descriptions may render aid or assistance to Canadian or other vessels wrecked or disabled in the waters of the United States, contiguous to the Dominion of Canada: provided that this Act shall not take effect until proclamation by the President, declaring that the privilege of aiding American or other vessels wrecked or disabled in Canadian waters contiguous to the United States, has been extended by the Government of the Dominion of Canada and declaring this Act to be in force. And provided, further, that this Act shall cease to be in force from and after the date of proclamation by the President, to the effect that said reciprocal privilege has been withdrawn or revoked by the said Government of the Dominion of Canada."

Mr. Evarts goes on to refer to the efforts which, as he says, have been made by the United States to obtain reciprocity in this matter. I trust that the hon. the Minister of Customs