

eration of population is not a very difficult operation, for everybody can do that; but to measure the capital invested and the manufactories in existence requires a great deal of imagination, and a great deal of imagination is to be found in the census bulletins which have been published. Of all the towns, villages and cities which have progressed the most, according to the census bulletin, I think the palm is to be given to the village of Caughnawaga. The village of Caughnawaga as everybody knows, is inhabited by the remnants of the Five Nations Indians, a once powerful tribe, not particularly distinguished for their manufacturing or trade qualities, but rather for their warlike propensities. According to the census bulletin which I have here, the National Policy has done wonders in the village of Caughnawaga. In the year 1881, there were eight manufactories in that village, and there are now forty-one. The traveller who comes down the St. Lawrence from the great lakes has occasion to see and admire the village of Caughnawaga, but will search in vain for the tall chimneys which were to be the characteristic of the National Policy. He would certainly be deceived if he were simply to look and judge by appearances, but if he turns back to the census returns, he will find that there are no less than forty-one manufactories in that village. Now, what are these manufactures? Are they woollen? I am not aware of that. Are they cotton? I am not aware of that. Are they iron? I am not aware of that. But, although the census does not say so, I presume, in the innocence of my heart, that the articles manufactured there are fancy baskets, miniature snowshoes, artistic fans and the rest. Yes, loo, at the wonderful progress of the National Policy. It is responsible for having increased the manufactures of Caughnawaga from eight in 1881 to forty-one in 1891. Perhaps, after all, there may be another side of this question. It may be that the aborigines of Caughnawaga have not been interfered with by the National Policy, as there is no protection granted to them upon their productions, and as they have the whole continent for a market, that their industries have been developed to this enormous extent. Sir, in the Speech which has been delivered from the Throne, there are one or two items which are, in my estimation, of very great interest. One of these is the paragraph with regard to reciprocity in wrecking. It says:

A correspondence has taken place which indicates that privileges are demanded for United States vessels in Canadian canals, which were not anticipated, but it is not impossible that a satisfactory conclusion of the discussion may yet be reached.

I imagine, although the Speech is rather too vague upon this point, that this correspondence has taken place in consequence of the decision of the Canadian Government with regard to American wrecking vessels, that the use of our canals would not be extended to them. If that is the object of the correspond-

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ence, and I can see no other, then, for my part, I must deeply regret the policy which was adopted by the Canadian Government in that respect. If the object of the correspondence was simply to vindicate on the part of the American authorities the privilege of the use of our canals for American wrecking vessels which privilege was denied to them by the Canadian Government, it seems to me that this Government would have been more within the line of their duty if they had taken a broad view of the question and constricted the Act so as to give it its full operation. The Government must be aware that when the Canadian Parliament passed the Wrecking Bill the intention of Parliament was to give to American wrecking vessels the full range of our waters, as was to be given on the other side to our wrecking vessels. What I say now applies also to the unfortunate difficulty which has taken place with regard to canal tolls. The Speech regrets, and very properly regrets, the fact that the American Government has to a certain extent shut the Sault Ste. Marie canal to our vessels by levying an additional duty upon their cargo. This is also a regrettable circumstance which might have been avoided if the Canadian Government had been more generous in dealing with the matter of rebate tolls, and if they had done at first, what I understand they have decided to do at last, we would have avoided these difficulties with the American Government. The great trouble we have always had in our dealings with the American republic has been simply this, that the Canadian Government have never been generous in their treatment of American citizens and the American republic. They always commence by refusing what at last they grant. A favour grudgingly given or a debt grudgingly paid has only one-half the merit that it would otherwise have; and if our Government in their dealings with the American Government had remembered that, the result would have been different. If we have favours to give, if we have concessions to make, we should give them and make them gracefully; then they would evoke the gratitude and the good-will of the Americans; whereas if we make them grudgingly, the conclusion on the other side will be that we yielded simply because we could not help it. It seems to me that there is only one proper mode of proceeding in all our relations with the other side: we should take a broad, manly and generous course; that is to say, we should meet our neighbours not grudgingly, but wherever it is possible to do a favour, we should do it willingly and with some grace. Under such circumstances our relations would be far more satisfactory than they have been in the past. With regard to the legislation promised us, it is, I am sure, of a very light character, except in one particular, that is, the Franchise Act, of which we are promised an amendment. If I remember rightly what was stated last year, my hon. friend, the late Secretary of State, is intrusted with the management of