

tries. Therefore, I think that hon. members on both sides of the House, seeing that this conference will shortly take place, will appreciate the importance of continuing the operations of the *modus vivendi* for another year, in order to prevent the possibility of anything occurring which would mar the friendly relations which at present exist between the two countries, or which would present any increased difficulty to the representatives of the two countries when they meet at Washington to consider the different matters that are in dispute. A consideration of the *modus vivendi* reminds me of the question affecting the fisheries of this country; and as I come from a maritime constituency in which there are many hardy fishermen, I know that the House will excuse me for devoting a few moments to that subject. We, living in the Maritime Provinces, probably appreciate the fisheries of the Dominion of Canada more highly than do the people of the western Provinces. These fisheries are of great importance, and are a great source of employment to a very large number of men, and yield to this country every year the sum of— in round numbers, I believe— about 17 million dollars. Now, it is only right and proper that we should in every way protect and preserve for our own people that magnificent heritage which Providence has placed upon our shores and in the sea surrounding our country. It is of the utmost importance that the people of a foreign country should not be allowed to come into our waters and take our fish unless they pay an equivalent, or give something in return for the privilege of doing so. It is, moreover, it seems to me, the duty especially of the Marine and Fisheries Department of this country, so to watch over and protect those fisheries that there may be no danger of their being lessened at any time, and that they may continue to yield the magnificent return, the magnificent harvest, if I may say so, which they have yielded in the past. In this connection, I wish to draw the attention of the Minister of Marine and Fisheries to a condition of things which exists, as I am informed by fishermen in my own locality, in regard to the herring fishery in the Bay of Fundy. Along the islands in Charlotte County, in the Province of New Brunswick, in Grand Manan, Campobello and other islands, and along the coast, large weirs, called brush weirs, are erected for the purpose of catching small fish, which are then taken across to Eastport, in the State of Maine, and sold there to sardine factories for the purpose of being manufactured into sardines. I am told by the fishermen along that part of the coast, that this practice is doing great injury to the herring fishery in the Bay of Fundy, that this wholesale destruction of small fish is not only endangering the herring fishery, but is also injuring the larger fish, the cod, haddock and hake, which follow these small fish and live upon them as food. In this way, the practice which I have referred to is doing an injury to the general fisheries of the Bay of Fundy, and I wish, on this occasion, to call the attention of the Minister of Marine and Fisheries to these facts, and to ask that they may receive, in the future, his most careful consideration. The next matter which is referred to in the Speech of His Excellency, is one of very deep interest to the people of the Maritime Provinces and to all those in Canada who are interested in the shipping of our country;

Mr. HAZEN.

it refers to what may be called the load-line legislation of the Imperial Parliament in the year 1890; and as there are some hon. gentlemen here who may, perhaps, not thoroughly understand this question, I may take a few moments to explain the legislation now existing on that subject. In 1890 a Bill was introduced into the Imperial Parliament to amend the Merchants' Shipping Act regarding load-lines, which Act was passed in 1876. That legislation provided for a compulsory load-line, to be arbitrarily fixed for all vessels sailing the British flag by the Board of Trade, either by their own officers or by the officers or surveyors of any other corporation—such, for instance, as Lloyds. It is felt in the Maritime Provinces especially that that legislation would militate against the interest of our ship-owners. Our tonnage in Canada is made up principally of wooden vessels, entirely different in model and construction from the iron and steel vessels which make up the tonnage of Great Britain. Our vessels are shorter, of deeper hold and broader beam, and better dead weight carriers, and few, if any, casualties have ever occurred to them from over-loading, and it was felt that they were likely to be affected, prejudicially, by any load-line arbitrarily fixed by the surveyors of the Board of Trade or of Lloyds, who would apply to them the same rule that they apply in fixing the load line on the steam and iron ships of Great Britain; and so great injury would be done to the shipping interest of the Maritime Provinces. Consequently, petitions were sent up from all the principal ports in the Maritime Provinces—from Halifax, Pictou, St. John and other places, asking the Minister of Marine and Fisheries to endeavour to have that legislation changed in the interest of the ship-owners of Canada. The Minister of Marine corresponded with the High Commissioner, the High Commissioner corresponded with the British Government, and after considerable correspondence between the High Commissioner and the British Government, and between the High Commissioner and the Minister of Marine, as a concession to Canada a clause was inserted in the Bill providing that if in any British possession enactments were framed for the marking, fixing and registering of the load-line on vessels owned and registered in such British possession, such legislation would be satisfactory to the Board of Trade, providing the enactments were based upon the same principle as was the enactment contained in the Imperial Act. In consequence of such condition of affairs, a Bill will be submitted for our consideration during the present Session, providing for the fixing of a load line on our Canadian vessels; and I confidently hope and expect that such legislation will be so framed as not to prejudicially interfere with our vessels or place them at a disadvantage in competition with the soft-wood vessels sailing under the flags of other countries which have no such restriction, because, if they were placed at a disadvantage in that regard there would be danger that our vessels might be forced under the flags of nations where no such restriction exists. So, coming from a constituency where many of the people are interested in vessels employed in the coasting trade, I desire to express the hope that, in the load-line legislation to be submitted, our vessels engaged in that trade will be exempt from its provisions. Hand in hand with the legislation concerning the load-line is the legisla-