

will increase the productiveness of their fields, and maintain them at the highest level they can reach.

In our forests, we are equally assured. An estimate from the Forestry Branch, which is moderate, gives the acreage of our standing timber as 500,000,000 acres. In Germany, where forest conservation is carried to a high point, it is estimated that every year there is produced new timber to the extent of 100 feet of merchantable timber to the acre. Suppose that, by the methods now put in operation to stop the waste, Canada was able to raise no more than 50 feet of new timber per acre yearly fit for cutting, the produce from this would go far to supply not only the Canadian market, but the whole United States market as well.

What benefits shall we derive from this free market for our Canadian fisheries? With the protection afforded by the regulations of the Department of Marine and Fisheries, I have no fear whatever that our fisheries in the Gulf of St. Lawrence will be depleted. This agreement opens up a friendly market fifteen times larger than our own for fish. We have a surplus of fish. All engaged in the fish industry say that the Canadian market is too limited. Our vast waters, the largest fishing areas, fresh-water and marine, in the world, must produce a surplus which the United States market will take. They depend upon Canadian fish now but with the duty removed an immense increase will result. Our fisheries produce not less per annum than 450 or 500 million pounds of fish of every kind. It can be increased by opening up new waters in the Northwest and probably Hudson bay. Not 50 per cent of these fish can be sold in Canada, even with increasing population.

It will result in better prices. Hitherto United States fish combines have dictated prices to our fishermen and fish firms, and we had the advantage of the duty. With open United States markets our fishermen will not sell through the restricted trade channels or be at the mercy of combines. They will sell at current prices to any buyers, on the same terms as United States fishing firms. The United States buyers want our fish.

Fish will have increased value, especially kinds for which our fishermen get low prices or have no sale. I was reading this morning in the New York 'Fishing Gazette' what Mr. Edward Born, president of the Seaboard Trading Company said, as follows:

In view of the fact that the production of salt fish on the American side has been entirely inadequate for the requirements of the home market, and that Gloucester has been a heavy buyer of stock in Nova Scotia and Newfoundland, free fish is a perfectly logical demand.

Mr. LEMIEUX.

Our salt fish have other markets than the United States, but a leading New York fish merchant recently said that Gloucester and other cured fish centres must buy heavily from Canada in the future, hence our salt fish trade will receive an impetus. Herring bait, fresh mackerel, live lobsters, &c., will be in greater demand under the new conditions. Even the Pacific fisheries will benefit. Fresh salmon, halibut, &c., will no doubt be sought, with returns higher than the canned fish bring.

Lobsters on the Atlantic coast similarly will bring far greater profits to fishermen and firms in Canada if shipped fresh or alive. Thus four lobsters in a 1-lb. can, bring 15 or 20 cents, but sold whole, four lobsters bring 80 cents or \$1. A free market in the eastern states means increased demand for live lobsters, and increased transportation facilities which may make it easy for Prince Edward Island and Bay of Chaleur lobsters to be sold at these high rates.

Mr. JAMESON. Do not lobsters enter the United States now free of duty?

Mr. LEMIEUX. They may, but with this increased trade between the United States and Canada, the demand will be much larger. I have already answered the statement made by my hon. friend that our transportation systems would be affected by this agreement. It is absurd to say that the trade, instead of running east and west, will run north and south. Why, the railway systems of the United States run many of them, east and west. The great transcontinental lines in that country run east and west. A great part of the American grain, in spite of the existing tariff, now finds its way through American railways and canals to Montreal, and Montreal is taking the lead, as a shipping port, over the ports of the United States. Mr. J. J. Hill, who is such a bogey to my hon. friends opposite, will have to compete against our railway barons of the Canadian Pacific railway, the Canadian Northern railway, and the Grand Trunk Pacific, and he will meet his equals when he comes against Sir Thomas Shaughnessy, Sir Donald Mann, Sir William McKenzie and Mr. Hays. If you will look at the stock reports every night, you will find that the Canadian Pacific stock has not been affected prejudicially by this proposed agreement, but rather to the contrary, nor has the credit of the Canadian Northern railway, and the Grand Trunk Pacific been injured. The Grand Trunk Pacific will still go on and be soon completed and prove one of the best traction systems on this continent notwithstanding the pessimistic prophesy of hon. gentlemen opposite with regard to reciprocity. The dividends earned by our railways will be as large as ever, and as the