

vessels are concerned. The position of Canadian vessels in this respect has been thus stated by the Canadian Minister of Marine and Fisheries: "Canadian fishing vessels are required to report, enter or clear when they put into Canadian ports or harbours for shelter or repairing damages, provided they require to communicate with the shore, or remain over twenty-four hours. When they merely run in and remain in at anchor for a few hours they are not required to report. All fishing vessels are exempt from sick mariners' dues; they have, however, the option of paying them, and securing the benefits of the fund. Harbour-master's dues are exacted at ports proclaimed under the Act from all vessels entering and discharging, or taking in cargoes, ballast, stores, wood and water. These would not therefore be legally required from Canadian fishing vessels in for shelter and repairs, and in practice are seldom exacted from any Canadian vessel. In Halifax, harbour-masters' dues are not paid by any vessels under twenty tons, nor by coasting vessels, which include fishing vessels. At Pictou and Sydney, harbour dues are, by Act of Parliament, exacted from all vessels over forty tons register. Whether in practice fishing vessels are exempt when over forty tons cannot be stated without correspondence with the harbour-masters of those ports. All vessels under eighty tons are exempted from compulsory pilotage dues by the general Act. Pilotage authorities have, in addition, the power to make other exemptions with consent of the Governor-in-Council, and have generally exempted fishing vessels. No tonnage, lighter, or buoy dues are collected in Canada."

The answer to any objection of the sort indicated is, that the law should be so amended as to put Canadian vessels in just as favourable a position as American vessels in this respect.

Article XI. of the proposed Treaty is worded as follows:—

"United States fishing vessels entering the ports, bays, or harbours of the eastern and northeastern coasts of Canada, or of the coasts of Newfoundland, *under stress of weather or other casualty*, may unload, reload, tranship or sell, *subject to customs laws and regulations*, all fish on board, when such unloading, transhipment or sale, is *made necessary as incidental to the repairs*, and may replenish outfits, provisions and supplies, damaged or lost by disaster, and *in case of death or sickness* shall be allowed all needful facilities, including the shipping of crews.

Licenses to purchase, in established ports of Canada or of Newfoundland, *for the homeward voyage*, such provisions and supplies as are ordinarily sold to trading vessels, shall be granted to United States fishing vessels in such ports promptly upon application and without charge, and such vessels, *having obtained licenses in the manner aforesaid*, shall also be accorded upon all occasions such facilities for the purchase of casual or needful provisions or supplies as are ordinarily granted to trading vessels, but such provisions or supplies shall not be obtained by barter nor purchased for resale or traffic."

We have italicised those words which will serve to show the Canadian contention as to the construction of this Article, but it will require no prophet to foresee that we have here the basis for future contentions and alleged grievances,