

called attention to an article which had just appeared in the Victoria Daily 'Colonist,' in which it was stated that officers and passengers of a passing vessel were surprised to see a string of light extending from Raphael Point to Estevan.

These lights belonged to a number of American fishing vessels engaged in poaching. The minister at that time betrayed such lamentable ignorance of the geography of the locus in quo that he got the fisheries of Hecate Straits confounded with those on the west coast of Vancouver island. It is in hope that the minister has since become better acquainted with the question during the recess, and has further posted himself upon the topography of the country and of the condition of the fisheries out there, that I venture to bring this matter up again to-day. I may say that the game still goes on. I have extracts from our own press and from the press in the United States, showing that what is complained of is not an occasional raid by these fishermen, but is a systematic business carried on by a number of Americans who are robbing us of our fisheries contrary to law. I propose to read a few extracts which will substantiate this position. I quote now from the 'Colonist' of the 29th December:

The steamer 'Teas' which returned from Quatsino Sound and way ports of the west coast yesterday morning with 25 passengers and a small cargo, including gillbone and fertilizer from the whaling stations, brought news that poaching by United States vessels is being continued off the west coast of Vancouver island, where the poachers use the harbours freely. One of the fishing vessels was tied up near the whaling station at Kyuquot when the steamer 'Teas' passed, and another was in Sidney Inlet.

The Seattle 'Times,' a newspaper published in the city of Seattle says:—

Part of the anxiety felt over the safety of the individual vessels of the Seattle halibut fleet this morning—

Mark you, Mr. Speaker, 'the Seattle halibut fleet'; that is the Seattle halibut fleet that poaches on the west coast of Vancouver island.

—was relieved by news brought by Captain Sam Larsen of the steamship 'Standard No. 2' that the gasoline fishing schooners, 'Lief E.,' 'Woodbury,' 'La Paloma' and 'Malola' were safe and sound when he left the grounds near Sidney Inlet Monday.

For the information of my hon. friend, the Minister of Marine and Fisheries, in case he does not know, I will tell him that Sidney Inlet is on the west coast of Vancouver Island.

The report made by the captain of the Standard Oil steamship, 'Col. E. L. Drake,' that he had seen the wreck of a halibut fishing vessel near Cape Flattery some days ago

has caused anxiety about all vessels now absent from port.

I would like his attention to be given for a moment to this too:

Preparations now are being made for a number of gasoline schooners to leave within the next few days. Among those about to start are the 'Corona,' 'Roosevelt,' 'Northland,' 'Daisy' and 'Ida May.' The 'Ida May' possibly will be detained in getting away, as she has to have a new engine installed.

That is from a Seattle newspaper and is dated the 29th December. Again, on the 7th January, the following appears in the same paper, the Seattle 'Times'. I quote from the 'Colonist' of January 7, 1911:—

The Seattle 'Times' of yesterday tells of the departure of another fleet for Sidney Inlet. The 'Times' says: The schooner 'Wiedling Bros.' arrived in port last night with 45,000 pounds of halibut, one of the largest catches recently reported. Together with the 'Northland,'—

The 'Northland' is one of the boats mentioned in the 'Times' of the 29th December.

—'Annie Larsen' and 'Sophie Jones,' the 'Wiedling Bros.' is preparing to sail again for the fishing banks. It is expected that the four vessels will get away from port sometime to-night. An attempt will be made first to fish off Cape Flattery, but if the weather will not permit the vessels will proceed to Sidney Inlet.

I submit that these reports show that there are two fleets maintained in Seattle for the purpose of exploiting these fisheries, and the complaint I make is not of an occasional raid which my friends of the fishery protection service might possibly find it difficult to deal with, but of the systematic and organized business in which there is a number of schooners employed all the year around. It is an outrage upon the people of British Columbia to think that this government is absolutely unable to cope with the situation. Some little explanation may be given of this. We have the explanation of Captain Newcombe of the 'Kestrel.' I may say, as I have before stated in this House, that the 'Kestrel' is an ordinary fishery cruiser that Captain Newcombe has time and time and time again told the department of Marine and Fisheries is absolutely unfit for the service. She is too slow, she is not properly equipped and is absolutely useless for the service in which she is engaged. Captain Newcombe explains the reason why he did not go to the west coast of Vancouver island. According to his own statement, if he had gone there, he would not have got any of these pirates, but probably he would have driven them away, because his boat is too slow to catch them. He says, according to a report in the 'Colonist' newspaper.