

to a certain extent been recognized and preserved in the Treaty in question, and as to all of our bays, whether twenty miles wide at their mouth in the enumerated cases, or ten miles wide in all other cases, the line of delimitation, being the three marine miles mentioned in the Convention of 1818, as construed by the present Treaty, has been made to coincide with a line drawn three miles seaward and parallel with the mouth of the bay, and the present Treaty defines where the mouth of each bay is.

Every just or even plausible cause of complaint which the Americans may have had, or may have thought they had, by reason of the literal construction put by the British authorities upon the provisions of the Convention of 1818, in connection with the reporting, entering and clearing of American fishing vessels, and the payment of dues by them when they enter Canadian ports or harbours, in the exercise of the privileges reserved to them by the Convention of 1818, has been completely removed by the fair and liberal provisions of Article X. of the Treaty in question, which reads as follows:—

"United States fishing vessels entering the bays or harbours referred to in Article I. of the Treaty, shall conform to harbour regulations common to them and to fishing vessels of Canada or of Newfoundland. They need not report, enter or clear, when putting into such bays or harbours for shelter or repairing damages, nor when putting into the same, outside the limits of established ports of entry, for the purpose of purchasing wood or of obtaining water, except that any such vessel remaining more than twenty-four hours, exclusive of Sundays and legal holidays, within any such port, or communicating with the shore therein, may be required to report, enter or clear, and no vessel shall be excused thereby from giving due information to boarding officers.

They shall not be liable in any such bays or harbours for compulsory pilotage; nor when there for the purpose of shelter, of repairing damages, of purchasing wood, or of obtaining water, shall they be liable for harbour dues, tonnage dues, buoy dues, light dues or other similar dues, but this enumeration shall not permit other charges inconsistent with the enjoyment of the liberties reserved or secured by the Convention of October 20, 1818."

It was felt by the Americans to be a grievance that whenever their fishing vessels were driven into a Canadian bay for shelter, or for the purpose of repairing damages, they should be compelled to formally report to a Canadian official at the nearest port of entry, no matter how far distant it might be, and should have to formally enter and clear from that port; and they further complained that whenever they exercised their treaty privilege of purchasing wood or obtaining water, they had to make a similar report, entry and clearance, although the nearest custom house where that could be done might be very many miles from where the wood or water was obtained, and that in all of these cases the American vessels, while exercising their treaty privileges, were subjected to various claims for dues which were both onerous and vexatious.

It has been objected that this Article gives the American fishermen an unfair advantage over the Canadian fishermen, as Canadian fishing vessels are subject to some of the restrictions which have been removed in so far as American