

hon. gentleman supports a Government which levies that tax on the fishing industry, while at the same time it takes care that the capitalists of Springhill shall be allowed to carry coal from Springhill to Montreal at about \$4 a car, reckoning it at three-tenths of a cent a ton. The hon. gentleman knows that if the freight on the fish were reduced to the same rate to which the Government have reduced the rates on coal, a large and profitable trade might be developed, and his supporters who are engaged in the fishing industry would be largely benefitted. But I think it is perfectly plain that the hon. gentleman is bound to keep the low freights on the coal, and he does not seem to be very much concerned about the high rates on the fish. I am certain that, if that question was submitted to an arbitration by gentlemen from the Province of Ontario, and they were told that the Halifax fishermen had to pay \$50 a car for transporting fish to Montreal, while the Springhill miners have to pay only \$4 a car for coal, they would decide that it was a great injustice to the fishermen. I do not mean to argue that a whole carload of fish should be carried for \$4, but where there is that enormous discrepancy between the prices, it must be seen that there is a discrimination between the fishermen and the coal capitalists. I rose to call the attention of the junior member for Halifax (Mr. Kenny) to this subject, knowing his interest in the poor fishermen of Nova Scotia, and I hope he will bring his influence to bear in order to induce the Minister to reduce the railway tariff, which is now almost prohibitory, on fish from Halifax to Montreal; and, when he has succeeded in that, I will ask him to go further and to throw his influence in to obtain the opening to these fishermen of the greatest market they have in the world. You talk about the development of the Lunenburg shipping interest in the last few years, but no man dare put bounds to the development which this fishing industry would have in a few years under those circumstances, and no one knows that better than the hon. gentleman.

Mr. TUPPER. Did the hon. gentleman say that the freight on coal from Halifax to Montreal was \$4 a car?

Mr. DAVIES (P.E.I.) I said it was three-tenths of a cent per ton per mile.

Mr. TUPPER. He must mean \$4 a ton. It is sold in Montreal for about that.

Mr. DAVIES (P.E.I.) I made that statement the other day, in the presence of the chief superintendent, and I understood it to be accepted by hon. gentlemen opposite as correct.

Mr. KENNY. The hon. gentleman said it was \$4 a car for coal against \$50 a car for fish. I understand that the rate on coal per ton from Springhill to Montreal is \$1.80, and on 15 tons—the quantity that the larger cars carry—the rate would be about \$25 a car.

Mr. JONES (Halifax). The rate per ton is about \$1.50.

Mr. FREEMAN. I have observed with a great deal of interest the gingerly manner in which the friends of the fishermen on the other side of the House have treated this question; and now, from the fishing question, they have gone over to the coal question. I expected, when this question came up, that the senior member for Halifax (Mr. Jones) would have shown his usual interest in the fishermen. I expected that he would declare himself, as he generally has done, the friend of the fishermen and would have stood up for their interests. Now, that the interests of the fishermen are affected by the importation of French fish into Halifax, there can be no doubt. Before I left my own county in the Province of Nova Scotia, this matter was brought to my attention, and I was requested by a number of fishermen, who are friends of mine, to look after their interests, as far as I could, when this matter came up for

Mr. DAVIES (P.E.I.)

discussion, as it was expected it would. I am very happy to be here to-day to say a few words in favor of the fishermen. Our own fishermen ought to be protected against all foreign fishermen. The fishing industry is one of very great importance. The value of the fish exported from this country annually is \$7,793,000, and there are but a few industries which are more important than the fishing industry. Perhaps there is no industry that is more capable of development than the fishing industry, and there is no class of the people more deserving of the protection and the care of the Government than are the fishermen of Nova Scotia. From time to time, when we have heard the senior member for Halifax (Mr. Jones) speaking of his interest in the fishermen and pleading for favors for the fishermen, and condemning the Government when they seemed to show a lack of interest in the fishing industry and the fishermen of Nova Scotia, I have felt my heart warm to him, and have wished that he would come and take his place on this side of the House. I must, therefore, to-day express my disappointment, when I find his own interest, and the interest of his firm, and of the merchants in Halifax, hiding from his vision the interests of the fishermen. I was much more surprised when I found the hon. gentleman from Queen's, P.E.I. (Mr. Davies), employed to take a hand in against the fishermen, and endeavor to divert the attention of the House from the subject which was under consideration, and to take it to the Intercolonial Railway—a subject which hon. gentlemen opposite keep always on hand—and to the question of the Nova Scotia coal which comes up here over the Intercolonial Railway. They keep that always ready to come in and make up for any little deficiency when they make complaints against the Government. I would like to ask what the duty of coal has to do with the fishing interests of Nova Scotia? I would like to know how this Intercolonial Railway affects the fishermen of Nova Scotia? That is the industry, and that the phase of it, which we are talking about now, and have been talking about this afternoon—it is the dried codfish that we are talking about, not the fresh fish. When we come to the fresh fish question—and that is a very important question, and I intend to say a word about it—then we have another and quite a different phase of this question. We are talking now about the dried codfish portion of this industry; and, I say, that when the French fishermen get a bounty on their fish, when they are allowed to carry their fish into Halifax, and there, under the guise of being bonded, are exposed in stores, stores owned by individual firms, or individual men engaged in the fishery, when they are allowed to be piled up alongside of piles of Nova Scotia fish, I say, when this is allowed to be done, it is a manifest injustice to the fishermen of Nova Scotia, and it interferes with the price of Nova Scotia fish beyond all question. Gentlemen learned in the law make dispute about this matter, but it has nothing to do with the fishing interests. It is a very easy matter for them to make out a nice case here, but when you present that case to the fishermen of Nova Scotia, they will set it aside in a very brief but a very energetic manner, and they will show you that, notwithstanding all the sophistry thrown around this question, it really interferes with the price of their fish, and they ask of the Minister of Customs and the Government that they shall be protected; and I trust that before we leave this question the Minister of Customs will see that it requires something more than a mere nominal care for these fish when they are put in these Halifax stores. Why, Sir, it is very possible that the men who have the oversight of these fish know as much about the difference between French caught and cured fish, and the Nova Scotia caught and cured fish, as they do between a California orange and a Demerara orange. There is every difference between the two. Indeed it requires a man skilled in these matters to