

force will keep the American fishermen out of our waters. But there is a strong reason for the employment of this language. What is it? Why, our fisheries are all valuable, while theirs are practically valueless; "and the truth is," says Mr. Tuck, "our fishermen absolutely must have access to our thousand of miles of shore fisheries." He states:—

"They (the Americans) want the shore fisheries, they want the right to erect and maintain structures on shore to cure codfish as soon as taken, thus saving cost, and making better fish for market; and believing their wishes to be easy of accomplishment, they will not consent to the endurance of former restrictions, the annoyances and trouble which they have so long felt."

This is very extraordinary language for any man to use. The admission is clear, and also the conclusion which Mr. Tuck draws from it. It is this: they want our inshore fisheries free from those restrictions, the effect of which the United States' fishermen have so long felt; and this is simply a declaration made on the part of American citizens that a solemn agreement entered into between their country and Great Britain is an agreement which they do not choose to keep. But of course, such views cannot be tolerated in any Court.

Now, let us see what are the views as to the value of our fisheries entertained by the persons who live in Boston, the very centre of the fish trade. I will call your attention for a few moments to the first annual report of the Boston Board of Trade, of 1855, and just after the Reciprocity Treaty had come in force. It was presented at the annual meeting, which was held on the 17th January, 1855. I will only read an extract, but the whole book may go in, if necessary, and be considered as read, if you please. This is the same extract which I read when I cross-examined Mr. Wonson:—

"But in connection with the Reciprocity Treaty, it is to the importance of the fisheries that your Directors wish at this time particularly to call your attention; 70 per cent. of the tonnage employed in the whale, cod, and mackerel fisheries in the United States belongs to Massachusetts, and Boston is the business centre.

"By colonial construction of the Convention between the United States and Great Britain of 1818, we were excluded from not less than 4,000 miles of fishing-ground. The valuable mackerel fishery is situate between the shore and a line drawn from the St. Croix River, southeast to Seal Island, and extending along the Atlantic coast of Nova Scotia—about three miles from the coast—around Cape Breton, outside Prince Edward Island, across the entrance to the Bay of Chaleur; thence outside the Island of Anticosti to Mt. Joly on the Labrador coast, where the right of shore fishing commences. The coasts within these limits following their several indentations are not less than 4,000 miles in extent, and all excellent fishing-grounds. Before the mackerel fishery began to be closely watched and protected, our vessels actually swarmed on the fishing-ground within the spaces enclosed by the line mentioned.

"Each of these vessels made two or three full fares in the season, and some thousands of valuable cargoes were landed every year in the United States, adding largely to our wealth and prosperity.

"A sad contrast has since existed. From Gloucester only 156 vessels were sent to the Bay of St. Lawrence in 1853. Of these not more than one in ten made the *second* trip, and even they did not get full fares the first trip, but went a second time in the hope of doing better. The principal persons engaged in the business in Gloucester estimated that the loss in 1853 amounted to an average of 1,000 dollars on each vessel, without counting that incurred from detention, delays and damages, from being driven out of the harbour, and from waste of time by crews. It was agreed by all parties that if their vessels could have had free access to the fishing-grounds as formerly, the difference to that district alone would have been at least 400,000 dollars.

"In 1853 there were forty-six vessels belonging to Bervery, thirteen of them went to the bay in 1852, but owing to the restrictions, their voyages were wholly unsuccessful, and none of them went in 1853.

"At Salem only two mackerel licenses were granted in 1853, and at Marblehead only six.

"At Newburyport there are ninety fishing vessels; seventy of these went to the bay for mackerel in 1853, but almost all of them, it is said, made ruinous voyages. At Boston only a dozen licences were granted for this fishery in 1853, and very few of the 100 vessels belonging to the towns of Dennis and Harwich, on Cape Cod—two-thirds of which are engaged in the mackerel fishery—went to the bay for mackerel last year, because of the ill-success attending the operations of the year previous. One of their vessels of 100 tons burden, manned by sixteen men, was six weeks in the bay in 1853, and returned with only one barrel of mackerel.

"Unless some change had taken place beneficial to the interests of our hardy fishermen, the northern fisheries would have been wholly ruined, and in all probability have entirely ceased, except on a very limited scale on our own shores. The 150,000 tons of shipping employed in those fisheries would have been obliged to seek employment elsewhere, and the product of the fisheries themselves, amounting to 3,000,000 or 4,000,000 dollars annually, would have been lost to us. The present Treaty opens to us again all these valuable fisheries, and our thanks are due to the distinguished statesmen who have laboured in bringing it to a successful termination; and your Directors are most happy to make mention of the services of Israel D. Andrews, Esq.—a gentleman whom we hope to have the pleasure of meeting to-day—who has worked most assiduously for the last four years in collecting and furnishing in his valuable reports almost all the information possessed on the subject, and without whose exertions, it is hardly too much to say, the Treaty never would have been made."