

coast, the history of the industry is reversed, for the production rose from 6,877,640 pounds in 1899, to 21,706,000 pounds in 1909, over twelve times the total Atlantic catch. The bulk of the halibut fishing is done by vessels outfitted at Seattle and Tacoma, in the State of Washington, but a great deal of their fishing is done in Canadian water, notably in Hecate strait.

It is a disputed point between the Canadian and American authorities whether Hecate strait is neutral or Canadian water. We claim it is Canadian water. But the Dominion government some years ago granted a privilege to the New England Fish Company, an American corporation, which practically admits that Hecate strait is neutral or open water. They granted to this company the privilege of shipping its fish through Canadian ports in bond to the eastern markets. The reason the New England Fish Company wanted that privilege was, that if they could run into Vancouver they were fifteen hours nearer the American market than at Seattle. This is a great advantage. It will be realized at once that in the transportation of fresh fish this is an advantage that should be reserved to the Canadian people to whom it by right belongs. It has been claimed by supporters of the late government that this concession was distinctly an advantage to Vancouver. I contend it is not because this fishing company have been able to control the market to such an extent that the Canadian fishermen have not been able to go into the fishing business in Vancouver. I will explain how this is brought about. When the New England Fish Company bring fish into Vancouver the choice fish is shipped to the American markets, but in fishing for heavy fish, like halibut, there is always some soft or bruised fish which it is impossible to ship to the eastern market, these fish are dumped on the local market. Hon. members will say that, according to the regulations, they are not permitted to sell in Vancouver or on the local market. To overcome that they place these inferior fish in cars, and bill them out to Bellingham. But in many cases the cars would not leave Vancouver. The freight and duty would be paid and then they would be sold in the market at Vancouver as A-1 fish. In some cases, these fish are actually sent out of the country, but they are shipped back in the same cars. This practice has gone on for many years. If this privilege had not been granted to the New England Fish Company, Canadian companies would have sprung up who could have shipped fish through as the New England Fish Company does to the markets on the Atlantic coast. It is true they would have had to pay a duty of a cent a pound on going into the American mar-

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kets, but my contention is that the natural advantage we enjoy on the Pacific coast, if the laws were enforced, would more than offset the one cent a pound duty. We have a great natural advantage in having our harbours 15 hours nearer the market, and this more than offsets the handicap of a one-cent per pound duty. So I say that the regulation or privilege that was extended to the New England Fish Company is inimical to the best interests of the Canadian fishermen on the Pacific coasts, and I trust that the Minister of Marine and the present government will see their way clear to cancel that permit and to secure a more thorough enforcement of the laws on the Pacific coast.

I wish to say a few words on the whaling industry of the Pacific coast. This is also a most profitable industry. I am quite aware that whaling must be carried on on the high seas, but if whales can be caught contiguous to a whaling station, it stands to reason, they can be handled more profitably than if they had to be carried several hundreds or thousands of miles. On the Pacific coast we have had considerable returns from the whaling industry. I have here in this report of the British Columbia government, a recommendation to which I would call the attention of the Dominion government.

Whalers, operating in the sea of Japan and Behring sea, do a considerable trade in whale meat, which is extensively used for food in Japan. Instead of converting the 'beef' into fertilizer it is salted and in this form commands a better price. The importation of whale meat into Japan amounts to over two million pounds annually, representing a value of over \$50,000. Pickled whales' tails are estimated a delicacy in Japan, and large quantities are shipped from this coast.

About two-thirds of the whales captured are cow-whales, either with suckling calves, or with young unborn, the females being broader across the body and slower in movement, as well as yielding more oil, are more easily captured than the males.

This and the fact that whales are hunted at all seasons, should induce the authorities to adopt reasonable restrictive measures for the preservation of these valuable creatures. The indiscriminate slaughter of whales in the North sea, the Atlantic, and Gulf of St. Lawrence, has practically destroyed the industry in those waters, and without protection the same thing is likely to occur on this coast.

I am informed by men who live on the coast that the practice prevails of capturing the young calf whale, harpooning and anchoring it at the shore, and waiting till the mother whale comes up, seeking its release, when both are slaughtered together. I say that is a practice absolutely inhuman and should not be tolerated in a civilized country. If this whaling industry is going