

shall be dependent on a class on whom we can never rely, and who cannot fail to be a detriment to our Canadian interests in time of need. Hon. gentlemen opposite have advanced a policy of building up in Canada the nucleus of a Canadian navy? We have heard hon. members from Nova Scotia and New Brunswick tell us that the fishing industry on the Atlantic coast was in a most deplorable condition. That on the Pacific coast is in a still worse condition, and it is being monopolized by aliens. Consequently we have no white men brought up on the sea and competent to man our vessels, and have to depend on boys taken from the interior who never saw the sea. And, of course, you cannot expect 'land-lubbers' to make good seamen. Recently the 'Rainbow' cast anchor in the harbour of Comox and had not sufficient men to lift it again; most of them having deserted. You cannot expect boys, who have never seen the sea, to take willingly to it. As far as a Canadian navy is concerned, I am opposed to the policy of the late administration, but I would ask hon. members opposite where they expected to get men to man their navy, unless they were going to depend on Admiral Togo to run their navy department and have their cruisers manned by Japanese. That would be the only solution, under the policy of the late administration.

Not only has the immigration policy which we have followed with regard to Asiatics been most injurious to our country, but we have had, under the late administration, any amount of political jugglery in the handling of licenses. It is notorious that licenses were granted on the Pacific coast for \$50 each to individuals who had no claim to them except on the ground that they were political friends of the party in power. And these favoured individuals resold those licenses at \$1,500 to Japanese, or they would go into partnership with Japanese fishermen and share in the profits. It was high time indeed that such political jugglery was stopped.

Another point to which I wish to draw attention is this. In order to give the Japanese the right to obtain fishing and other licenses, a system of naturalization was inaugurated on the Pacific coast. Under which any lawyer could go into court with a list of Japanese names, and take out naturalization papers by the wholesale. Yet, at that very time, these aliens still retained their allegiance to the Mikado of Japan. If we are serious in granting these naturalization papers, we must also grant the right to vote; but I would not like to stand up at any meeting in British Columbia and advocate giving the franchise to the Japanese or any other Orientals. Every hon. member will agree with me that it would be most inadvisable

to give these Orientals, who are alien to us in every respect, any voice in our politics. You give them the naturalization papers, you would not dare to give them the vote, you simply give them the naturalization papers to enable them to get control of our natural resources which belong to our own citizens. The whole thing is a contradiction and the method and the policy of the late government has been condemned by their own procedure.

In 1889 the cannery paid for fish on the Fraser river, 25 cents a fish, and canned salmon sold for 3 tins for a quarter, or at least 2 for a quarter. In 1909, 10 years later, the fishermen were paid 10 and 12 cents per fish and canned salmon sold at 20 cents a tin. Some people will argue that the cannery on the Pacific coast cannot afford to pay the fishermen a price which will induce white men to fish. I say that is absolutely false and these figures I have quoted prove it. To say that the cannery cannot afford to pay white fishermen is absolute twaddle of the most ridiculous kind.

We should have, as far as possible, free trade in fishing licenses on the Pacific coast. I do not think we should create a monopoly of the fishing business. Take, for instance, the herring fishery. Only a certain number of licenses are issued at \$50 a license, with the result that these licenses are farmed out and sold for from \$1,000 to \$1,500. In other words, you create a monopoly of exceedingly great value. I believe the Minister of Marine should control the issuing of these licenses in such a way that the government would get the unearned increment if there is any; there should be a royalty on the licenses which would bring the government a handsome revenue. If that license is worth \$1,500 to a man on the Pacific coast it is worth \$1,500 to the Dominion government. Any benefit of this kind should accrue to the state and not to some political heeler.

Let us take the halibut fishery. I intimated that halibut was one of the most profitable classes of fishing we had, and yet it is one from which our fishermen on the Pacific coast derive the least advantage. I read from the Year Book of the British Columbia government which, I think, is accurate on these matters. It says:

The halibut industry on the Pacific coast had its inception about 20 years ago, and for many years it languished, as there was but a limited local demand and the existing means of transport did not permit shipment to the eastern markets which, moreover, were then well supplied from the Atlantic fisheries. But conditions changed, the centres of population moved westward, the Atlantic catch declined, the cold storage system and fast freight service came into use, and Pacific halibut became a leading feature in the fresh fish markets of the east. On the Pacific