

tude, and the United States since the purchase of Alaska, want to go back to the rights that Russia claimed so far back as 1820, which extended, I think, 100 miles off the coast in Behring Sea. I do not wish to raise any discussion on this question now.

HON. MR. McINNES, B. C.—I am very glad that my hon. colleague has brought this matter before the notice of the Government. Perhaps hon. gentlemen are not aware that although British Columbia became part and parcel of the Dominion of Canada some six weeks after the Treaty of Washington was entered into, that province was not allowed any of the advantages which the other provinces of the Dominion enjoyed under that treaty. We were entirely excluded and treated as if we did not belong to the Dominion at all.

HON. MR. POWER—If we are to judge from the despatches just received from London, the chances of British Columbia's fishing interests being looked after by the Imperial Government are not nearly as good now as they were at the beginning of this session. I find in this evening's paper a despatch which speaks of a representative deputation of manufacturers and others interested in Canadian commerce and shipping, accompanied by several members of Parliament, having waited on the Colonial Secretary yesterday. It says:

"The deputation made strong representations regarding the injury the proposed Canadian duties must inflict on the British iron trade. They declared they would bitterly oppose a subsidy to people whose action thus deliberately injured an important British trade, already at a low ebb. The increased duties must also affect the English feeling in regard to the fisheries dispute."

I do not so much mind what the deputation said, because it might be claimed that they were persons who had a direct interest in the matter, but the Colonial Secretary promised to represent to the Canadian Government, the ill-feeling aroused here should the increase be made, in which event Canadian interests here would be likely to suffer, and that they would ask for a reconsideration of the proposals." He added:

"We cannot prevent Canada imposing any duties she thinks proper, but we may suggest that it is impolitic at the present moment thus to attack a great British industry unexpectedly."

I think we can all join in the regret that the proposed change in the tariff should have taken place at a time when Canada was in the greatest need of strong support from the Imperial Government.

HON. MR. ABBOTT—In regard to the pretensions of the American Government as to open sea fishing in the neighbourhood of Alaska, that is receiving the attention both of the Government here and of the Government in England; and I do not think from what I have seen—though I know nothing of it officially—that the pretension on the part of the United States to the control of the deep sea fishing, 100 miles from the coast will be sustained.

With reference to the tariff I do not know that I could by any possibility enter into a discussion on it just now. I can only say in a general way that the tariff was framed by my colleagues with a view to the benefit of our country according to the best lights we have; and it is impossible for us to be governed, in arranging it for the prosperity and progress of our commerce and manufactures, by any consideration whatever as to what incidental effect it may have upon industries elsewhere.

The subject was then dropped.

## ST. CATHARINES & NIAGARA CENTRAL RAILWAY BILL.

### SECOND READING.

HON. MR. MCKINDSEY moved, the second reading of Bill (11): "An Act to incorporate the St. Catharines and Niagara Central Railway Company."

He said: This is a Bill of only two clauses. It is for the purpose of declaring the Niagara and St. Catharines Central Railway a work for the general advantage of Canada; and to authorize the Company to build a short branch from the proposed road at or near Oakville in the County of Halton to intersect the Credit Valley Railway in the