

of the sum required to meet such incidental expenses as those just mentioned.

Mr. Locke was not prepared to say that the Government could have acted differently in the position in which they were placed. It was exceedingly humiliating to think that the Government of the Province should have been so perfectly powerless. He had very strong opinions on the subject of the tonnage duty, and regretted deeply that it should ever have been agreed to. He could not help seeing in the action of Canada in reference to this question conclusive evidence of the manner in which this Province would be treated hereafter under Confederation. It was very obvious that our fisheries would no longer be protected, now that we were to become a part of Canada. He thought that the Government might have made even stronger remonstrances than they actually did, and not permitted the Canadians to place them in such a position.

Mr. S. CAMPBELL looked upon this matter in the same light that his hon. friend viewed it. He looked upon the action of the Canadian Government and the British Government combined as the first step towards the entire deprivation of our people's rights in the fisheries. At no time hereafter would we have the same rights that we have hitherto enjoyed. Gentlemen looked at the question in a *couleur de rose* aspect when they stated that this Province would be better situated under Confederation. If the British Government, which we had always regarded as the mightiest power in the world, did not feel itself able to assert the rights of the people of this country, what could we expect from that feeble "Donizion" which was about being formed? The impression made on his mind by hearing the despatches read was that the Canadians were at the bottom of this arrangement.

Mr. TOBIN believed that if the Maritime Provinces had been represented in the Canadian Government, this system of licensing American vessels would never have been agreed to. When Canada and New Brunswick admitted the system it was impossible for Nova Scotia to take any other course than she did. This was a forcible illustration of the detrimental effects of the system of isolation that now prevailed among the Provinces of British America. He disapproved entirely of the license system, and trusted it would not be continued. The American Government had not made a single concession to these Provinces. For instance, when an attempt was made in Congress to reduce the duty on coal, it was defeated. Such a fact was certainly surprising in view of the large interest Americans had in the collieries of this country. He was not prepared to grant a single license whether for one or for five dollars. Mr. Tobin then went on to refer to the manner in which the fisheries were carried on in the Gulf by American fishermen. Our most valuable shore fisheries had been almost entirely destroyed by the system pursued for some years by the Americans. He believed that under Confederation this question of the fisheries would re-

ceive the most ample consideration, and our interests would be better protected than they could be under existing circumstances.

Mr. COFFIN did not attribute any blame to the government for the course they had taken, for apparently they had done all in their power to protect the fisheries. He looked with much astonishment and regret upon the action of the Imperial government, and he was much afraid that our fisheries might now be considered virtually taken from us. He did not expect that when we were confederated with Canada, our rights and interests would be any better considered than they are now.

Mr. ROSS could not be persuaded that this great Confederation, from which hon. Gentlemen opposite appeared to expect so much, would ever be able to protect our fisheries. He did not believe that the large majority of Canadian representatives who would control the Confederate Parliament would take the same view of the fishery question that our representatives would. The large agricultural interest of Canada would be predominant and overrule the voice of Nova Scotia, which is so deeply interested in these fisheries. There were certain gentlemen even in this house who regarded the interests of the fishermen as inferior to importance to other interests.

Mr. BLANCHARD said that he had lived for very many years in the centre of the great herring and mackerel fishery. His opinion, derived from observation and experience, was that the protection of the fishermen of this Province is utterly valueless. It should not be forgotten that Canada, New Brunswick, and Prince Edward Island possess ten miles of valuable fishery ground for every one belonging to Nova Scotia. Our mackerel fishery really extended from Port Hood to Cheticamp; as respects that between Scatarie and Cape North, it was comparatively valueless. No one, however, would be better pleased than himself if the question of the fisheries could be used successfully to bring back the Americans to reciprocity. He thought the Government had done their duty in remonstrating as they did against the adoption of the license system. The history of the whole question showed the necessity of Confederation. As at present situated, we could not influence the action of Canada and the other Provinces, which had large territorial rights in the fisheries of British America.

Mr. TOBIN said that it was the abuse of the fisheries by the Americans that had so largely injured some of the fishing grounds, which years ago had been very valuable to our people. For many years the mackerel fishery of this country had declined, in consequence of the system pursued by the Americans. St. Margaret's Bay, where fish had formerly been so plentiful, was a case in point; the fishermen of that bay were now obliged to go to the Labrador and the North Shore to catch fish. The system of feeding the fish, pursued by the Americans to so large an extent, was among the causes that had tended to injure the fishery ground close to our own shores.