

*The Address—Mr. T. A. M. Kirk*

in the four, five and six hundred pound class. The largest caught to date by rod and line weighed 890 pounds. Tuna fishing is rapidly becoming one of Nova Scotia's greatest tourist attractions, and next summer we hope to have two of the hon. members from the front benches to the right of the Speaker take part in this sport as guests of the Wedgeport tuna guides association.

A constituency which depends in so large a measure on fishing and which has a coast line of several hundreds of miles is of course always in the minds of the officers and officials of the departments of fisheries, transport and public works. Such a coast line, with its many small peninsulas, capes, bays, harbours and coves, must of necessity have innumerable aids to navigation. Aids such as buoys, spars, lighthouses and lightships must be continually serviced and repaired. As a large part of this work must be done from a ship, it is the feeling of those who are always making use of these aids that it would be more economical and efficient if one of the ships being used for this purpose were stationed at Yarmouth, which is the central point of the coastal area from point Prim to Cape Sable.

At this time may I bring to the attention of the Minister of Transport (Mr. Chevrier) the request for the basing of such a ship at Yarmouth and refer him to the various resolutions concerning this matter which have already been forwarded to his department by interested organizations.

Now that the main estimates have been tabled, we of Digby-Yarmouth are exceptionally pleased to note certain specific items which have been included, but we regret particularly the exclusion of certain other items of great importance. I have already brought to the attention of the Department of Public Works certain of these projects which are of extreme necessity to the fishermen of the areas concerned. May I urge on their behalf that these projects be included in the supplementary estimates.

I know that the residents of the coastal areas of my constituency are exceedingly pleased with the field personnel of the Department of Public Works with whom they come in contact, and look forward to seeing the membership of the district engineer's staff brought up to full strength in the near future. In bringing these matters to the attention of the hon. the Minister of Public Works may I add one more request; that is, that additional small dredging units be made available in order to maintain full use at low water of the small fishing harbours, channels and wharves.

The inclusion in the estimates of one million dollars to be applied towards the construction of the automobile ferry which is to run between Yarmouth, Nova Scotia, and a port in Maine was received with acclaim by Nova Scotians in general. As announced by the Minister of Transport on December 7 last, the federal government and the government of the province of Nova Scotia are sharing in the capital cost of this ferry, which it is estimated will amount to three million dollars. The announcement of the inclusion of the one million dollar vote in the estimates is evidence of the intention of the federal government to proceed with the project as rapidly as possible. It is my understanding that at present Ottawa is awaiting a reply from the Nova Scotia government indicating its agreement with the details of the proposal. Just as soon as this is received the committee representing the various departments concerned will, I understand, be able to proceed immediately from the already prepared sketch plans to the detailed scale plans of the ship and to finalize the decisions concerning propulsion machinery and docking facilities.

This proposed ferry service will aid in maintaining the prominence of Yarmouth, the southwestern gateway to Nova Scotia, which for many years prior to world war II was the port of entry through which the greatest number of people entered Nova Scotia. It is the considered opinion of objective-minded citizens of western Nova Scotia that the inauguration of an automobile ferry service between Yarmouth and a port in Maine is as forward-looking a project as was the inauguration of a steamship service between Yarmouth and Boston during the latter years of the last century. Travel conditions have changed greatly in the last two decades, and a short daylight run across the Bay of Fundy from Maine to Yarmouth will prove of inestimable value. Such a ferry, designed primarily for passenger and automobile traffic will, I am certain, permit the development of both refrigerated truck and passenger bus businesses.

In closing may I say that many of those in various lines of business in the constituency of Digby-Yarmouth are now considering, and upon the announcement of the start of construction of the ferry will be making, definite plans to handle the increased tourist traffic and business in 1951.

**Mr. W. J. Browne (St. John's West):** Mr. Speaker, I should like to join with other hon. members in congratulating the hon. member for Kindersley (Mr. Larson) on the way he carried out his task of moving the adoption of the address to His Excellency, and also