

to within three miles of our shores to fish without let or hindrance. This is because the government says these nations have historical treaty rights. Let me remind the government that last year it had no worries about breaking the treaty with Washington.

[Translation]

Mr. Alexandre Cyr (Gaspé): Mr. Speaker—

The Acting Speaker (Mr. Laniel): Is the hon. member for Gaspé rising to ask a question? If so, he will have to ask for the unanimous consent of the House, as the time allotted to the hon. member for South Western Nova (Mr. Comeau) has completely expired.

[English]

Does the House agree to allow the hon. member for Gaspé (Mr. Cyr) to ask the hon. member for South Western Nova (Mr. Comeau) a question?

Some hon. Members: Agreed.

[Translation]

Mr. Cyr: Mr. Speaker, the hon. member for South Western Nova is apparently saying that there are far too many small fishing harbours in his constituency and I would like to ask him whether he has suggested to the Minister of Public Works (Mr. Laing) or to the Minister of Fisheries and Forestry (Mr. Davis) which ones were to be closed and where operations should be centralized?

Mr. Comeau: Mr. Speaker, I see no purpose in offering suggestions since the minister himself already has suggested his own solutions which I have agreed to but which were not followed-up. I was somewhat disappointed, and when I went to Gaspé about three weeks ago, I saw all those harbours along the Gaspé coast where there was not a single boat to be seen.

[English]

Mr. Thomas S. Barnett (Comox-Alberni): Mr. Speaker, I am sure we have all enjoyed listening to the eloquent argument of the hon. member for South Western Nova (Mr. Comeau). I did not find too much to quarrel with in what he said, except that I thought he went a little far when he suggested that he represented the most beautiful part of Canada. If he said "one of the most beautiful", I might go along with him.

● (3:20 p.m.)

I suppose at this stage of the debate we should not participate in a general discussion as to which of our constituencies is the most beautiful. We are at the point where we will shortly be asked to thank His Excellency for the gracious words of his speech. As is usually the case, not too much of the discussion has centred on those gracious words. Like other hon. members, perhaps particularly those on the opposition side, I am much more concerned about seeking-out those elusive advisers to His Excellency. It is one of the facts of life that during this debate, as a rule the particular adviser to whom one

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wants to speak is not to be found in the chamber at any given moment.

I could say some words to the Minister of Public Works (Mr. Laing), for example, who despite what the hon. member for South Western Nova (Mr. Comeau) says comes from the province of British Columbia. I suggest he also has displayed a fairly wide lack of knowledge about some of the improvements required on the Pacific coast of Canada. I shall not go into detail on that question this afternoon because if I did I would find myself talking to the President of the Treasury Board (Mr. Drury) or the Minister of Finance (Mr. Benson), who impose harsh restrictions upon the amount of money their colleague the Minister of Public Works has to spend.

A short while ago I was going to say that the Minister of National Defence (Mr. Macdonald) was the only person to come to the defence of the government, but I see that the Minister of Industry, Trade and Commerce (Mr. Pepin) is here.

Some hon. Members: Hear, hear!

Mr. Barnett: He is being vigorously applauded by his supporters on that side of the House. He can listen to the words that may be addressed to one of the advisers to His Excellency, as I have described them. Earlier today, under another order, we listened to quite an eloquent speech by the Minister of Transport (Mr. Jamieson) on a very important subject. This indicates that he is moving to take action in a direction which obviously will meet with the general approval of the House. I should like this afternoon to mention one or two areas of his responsibility in respect of which there has been singular lack of action, not only during his tenure of office but going back to when the portfolio was held by two or three of his predecessors.

This lack of action certainly goes back to a former Minister of Transport, the then hon. member for Bonavista-Twillingate, now president of the Canadian Transport Commission. As a matter of fact, when the hon. member for South Western Nova took us on a geographic tour of his constituency and mentioned all those places along the coast, I began to think he had been reading a speech of the former member for Bonavista-Twillingate. In the speech to which I refer, the then hon. member took us on an even more extensive tour around the coves and outports of Bonavista-Twillingate. That was when he sat on the opposition side of the House. Some hon. members may remember that geographic excursion.

The point I want to emphasize is the complete lack of action on the part of the minister and the Department of Transport to do anything to cope with the mess in the administration of small harbours in the province of British Columbia. I have raised this question many times and it was the subject of a previous debate. This mess reached the point, as some hon. members may recall, where the fishermen on our Pacific coast were prepared to allow themselves to be charged, and even sent to jail, before they would continue tolerating the unfair and inequitable arrangement which existed in respect of