

ister of Public Works to have the good work of harbour improvement continued.

My second suggestion is, I believe, a new one. In some parts of Cape Breton there are fishermen who have practically no land. Many of these people came from Newfoundland where they had been engaged in the fisheries all their lives. When these people came to Nova Scotia most of the land from which it would be possible to operate on the good fishing grounds had been taken up. The fishing companies will not part with their land, and these fishermen are hugging the shore, I might almost say, scraping the beach, trying to get a foothold from which to carry on fishing operation. I would suggest to the minister that he take power to expropriate lands where necessary, in order that these people may have an opportunity to properly carry on their fishing operation. I do not say that the minister should give them land for nothing; but it is in the public interest that these men should be encouraged to prosecute the fisheries and it is almost impossible for them to do so unless they have at least some land. As I have said, these men have come from Newfoundland. They are sturdy, fearless, seafaring men, of the same stock as those fishermen of Newfoundland who, in the Empire's hour of need, have left the fisheries and gone home in large numbers to join the Imperial Navy. If they are encouraged in the way I have suggested, not only will we have an increased fishery production but, when the call goes forth for recruits for the Imperial Navy, the officers can go among these men and secure the best naval recruits to be found in the world. I trust that the minister will give this matter his most favourable consideration.

Mr. W. S. LOGGIE (Northumberland, N.B.): Mr. Speaker, will you allow me first to congratulate you on the honour conferred upon you by your appointment to the responsible and dignified position of deputy speaker.

If, Sir, I were to say that I know something about the fisheries, I might be told: you knew something about the fisheries—for there are new developments in our fishing industry every day. It was contended at that time that the express rates from Portland and Boston were much less than from Halifax, and that the merchants of Montreal and Toronto were importing their fish both from Boston and Portland. In order to

[Mr. McKenzie.]

meet that difficulty, it was decided to assist the producers on the Atlantic seaboard to supply the large dealers of Montreal. That concession was granted, and in my best judgment it was a concession that was wisely granted. The result of it was a larger distribution of fish from the Atlantic seaboard to Montreal, Ottawa, and Toronto. I do not know whether it would be wise in the interests of the industry to extend that concession to all the inland places in the Dominion, at any rate to the inland places in Ontario and Quebec. The concession is not made to such places, as I understand. What might be a good thing, in the interests of the fisheries on the Pacific seacoast would be to grant the concession to fish which is expressed to the east.

Mr. HAZEN: It is.

Mr. LOGGIE: It is on fish expressed from the west to the distributing centres Montreal, but there are distributing centres further east which do not get the benefit of the concession. However, so far as I am concerned, I think it would be a retrograde movement if the suggestion of the minister made at Ottawa were carried out. I would like very much if the minister would favourably consider the idea that it would be in the interests of the fisheries if this concession were continued. I want to tell the minister and the public that I can ship frozen salmon from Chatham to London in better condition than I could ship them by express from Chatham to Montreal.

Mr. MICHAEL CLARK: London, England.

Mr. LOGGIE: Yes, London, England. The minister may wonder how it can be done. Let me explain first of all that salmon or frozen fish for export are packed in tight boxes, and loaded in refrigerator cars which are charged with tons of salt forty-eight hours before the fish are put into them. The fish are kept there until they go on board the steamer at say Montreal, and they are again put into a refrigerator, and kept in a reasonably even temperature until they arrive at London or Liverpool, where they are immediately put into cold storage. Thus they arrive in the hands of the consumer in fairly good condition. Salmon are even brought from the Pacific coast and transported to London in good condition. On the other hand, let me tell the minister, that if I wanted to convey that same box of