

*Proceedings on Adjournment Motion*

and that we may expect no more dilatory delusions but concrete action.

**Mr. Gérard Loiselle (Parliamentary Secretary to Minister of Transport):** Mr. Speaker, the hon. member concluded by saying he hoped to hear some good news from the parliamentary secretary. I can tell him that the parliamentary secretary will give him some news, though it may not be as good as he is expecting. The hon. member also told us he expects some good things from the minister. If he had expected bad things I should have been greatly surprised, because everyone knows that the minister is strongly attached to his department and is doing everything that can be done to improve transportation in every part of the country.

The hon. member told us something of the beauty of the province from which he comes. Last summer I almost had a chance to go to Prince Edward Island with my family, but in the end it did not materialize. However, after hearing all the good things the hon. member had to say about Prince Edward Island, I shall do my utmost to visit that province next year, at which time I shall be in a position to reach an opinion at first hand.

The hon. member told us that his province was one of the belle provinces of Canada. In that case, it would have to be the second one because the first would, of course, be the belle province de Quebec.

Now I have to give the hon. member the reply which the department has prepared; the reply which would have been given to him had the minister himself been here.

There are two problems connected with the ferry service. One is the inadequacy of the terminal facilities and the other is the question of ship capacity. Terminal facilities are wholly within the responsibility of the Department of Transport, but the operation of the ships is administered by the Water Transport Committee of the Canadian Transport Commission.

So far as the terminal facilities are concerned, the province of Prince Edward Island has over the last year constructed a combined tourist bureau and ferry terminal with restroom facilities and a car park. There is some further work to be done on these facilities. At Caribou plans have been drawn up by the Department of Public Works, on our instructions, for a new car park with restroom and eating facilities. The total cost of the program will be shared with the province of Nova Scotia. It is planned to have the facilities in operation next year. So far as ferry capacity

is concerned, it is recognized that the two vessels at present on the service are very much overstressed during peak periods. As far as the question of a suitable vessel is concerned, all possible avenues are being carefully explored to see what can be done to provide one.

The hon. member for Hillsborough (Mr. Macquarrie) has suggested a name for a new ferry boat. I will draw his remarks to the attention of the minister, and as soon as the department decides that an additional boat is required we will discuss whether it is possible to adopt the name put forward by the hon. member.

FISHERIES—WHITEFISH KILL IN  
KOOTENAY LAKE

**Mr. Randolph Harding (Kootenay West):** Mr. Speaker, on November 26 I asked the Minister of Fisheries and Forestry (Mr. Davis) the following question, as reported at page 1268 of *Hansard*:

Has the Department of Fisheries completed its investigation of the heavy kill of whitefish which took place in the west arm of Kootenay Lake over two months ago? If so, what was the cause of the heavy fish kill and what steps have been taken or recommended to prevent the recurrence of a similar disaster?

Since I received no reply to my question from the minister I felt the matter was serious enough to warrant raising it again in the House, and I welcome this ten o'clock period to outline briefly the problem involved and to make some observations on the apparent shortage of research facilities in the fisheries department.

Last summer a very heavy and concentrated kill of adult whitefish took place in the west arm of Kootenay Lake. I have seen a number of estimates of the fish kill and they vary considerably. However, there is no doubt that the kill was far in excess of the 100,000 fish estimated by the British Columbia Fish and Game Branch to have died up to the middle of October.

The most disturbing feature is that the cause of the fish mortality had not been definitely established more than two months after it was first observed. Unless new information has come to hand, I believe that the biologists are still not certain of the real cause. Perhaps the minister will have some further information tonight about the cause of the fish mortality, and more importantly about what measures can be taken to prevent a recurrence of a similar disaster.