

ferent boat entirely and the 'Kestrel' would not be suitable. We are doing a great deal on the Pacific coast, though little was done in the past, and in view of the large amount of shipping which is being carried on it is necessary to provide better aids to navigation. We have one boat there which has been engaged in lighthouse service—the 'Quadra'—but it was found necessary that a new one should be placed in this service. So, we called for tenders, and the contract has been given to the Collingwood Shipbuilding Company.

Mr. BARNARD. What I stated was that the 'Kestrel' had relieved the 'Quadra' from time to time, and I think that is the case if I am not very much mistaken.

Mr. BRODEUR. I never heard of it, and the commissioner of lights informs me that he does not remember it.

Mr. BARNARD. I think he is mistaken.

Mr. BRODEUR. He may be.

Mr. BARNARD. However, in connection with this question, I want to point out once more, as I have already twice done during the present session, the necessity for at once providing permanently for better fisheries protection on that coast. Since the last time I mentioned this matter in the House I have seen some reports of fishery poachers again operating on that coast, and apparently without very much attempt on the part of this department to stop that poaching. I will quote from the 'Colonist' newspaper of March 22, and possibly in quoting that I will show the minister how much use the 'Kestrel' is for the purpose of fishery protection. The article is as follows:

The fish poachers have seemingly extended their operations from the the west coast of Vancouver island to the Queen Charlottes according to advices brought by the steamer 'Amur.' Arrivals by the Canadian Pacific railway steamer from the islands state that two gasoline auxiliary United States fishing schooners were sighted with their dories out fishing within the three-mile limit off Rose harbour close to the whaling station. The schooners were well within the three-mile limit, poaching on the British Columbia fishing grounds. The Dominion government's fishery protection cruiser 'Kestrel' was lying at Queen Charlotte city when the 'Amur' called there.

My hon. friend's protection cruiser, the 'Kestrel,' was within hailing distance practically of these schooners that were poaching, and yet, through no fault of the men in charge, but probably because the 'Kestrel' was too slow to catch them, they were not interfered with. This question has been agitated by the people of that province for a number of years. They

Mr. BRODEUR.

have been put off with promise after promise by the department for the same length of time. Votes have been put into the estimates annually and never expended, until to-day the situation is a disgrace to this government. To show you what our friends on the other side of the line think in regard to this matter, I will read you another short extract taken from the 'Colonist' of March 25, just the other day, which publishes a statement from the Seattle 'Post Intelligencer.' The quotation is as follows:

The halibut schooner 'Montana,' which has been building at the shipyards of Markey & Wilson, in the east waterway, was launched at 7 o'clock yesterday morning, says the 'Post-Intelligencer.' The 'Montana' is being constructed for W. H. Butt, of Seattle, and will be used off the coast of Vancouver island the coming summer. The vessel is 81 feet long and 18 feet beam. She will be able to carry 90,000 pounds of halibut under deck. She will be equipped with an 85-horse power Imperial engine, and her bunkers will hold fuel enough for a 4,000-mile voyage. She will be ready to leave for the north in about three weeks.

Now, I say it is the business of the minister and of his department to see that if that vessel does leave for the north in three weeks, she does not go to the west coast of Vancouver island, and if she does, it is further the business of the minister and his department and his officials to see that she does not carry any 90,000 pounds of halibut. This grievance has been going on unremedied for so long a time that one gets almost tired mentioning it. I understand that the minister has some votes in the supplementary estimates this year for the purpose of chartering some vessels for this service, and I want to tell him that is not sufficient. He cannot hope by chartering vessels to stop this poaching, he needs a permanent force there all the time. Now, last year he chartered a vessel for the fisheries protection service which, as a matter of fact, is a tug-boat, and he paid \$21,645 for doing it. That is an extravagant way of doing the business, because this will need to be a permanent matter. Every time he charts a vessel he uses her for two or three months, and then she is laid off. The result is there is an interregnum, during which the poachers do just as they please along the coast. If the hon. gentleman wants to stop this, the only way he can do it is by organizing a proper patrol of the whole coast, and to do that he must have a proper and regularly organized force. I submit further, that he will find it very much less expensive by going to work and ordering his boats now. In the past he has promised us cruisers and other kinds of boats, and given us nothing. This matter is an outrage on the people of the province of British Col-