

of the regulations cannot be extended to include men in this unfortunate class.

Mr. CHEVRIER: May I say just one word in reply to the hon. member for Queens-Lunenburg? He asks that the merchant seamen's special bonus be extended to cover the case which he has just referred to, which is that of seamen in fishing vessels. The difficulty in the past has been that the special order in council setting up the bonus defined the terms "seaman" and "ship". For instance, "seaman" means a person employed on board a ship under agreement made pursuant to section 163 of the Canada Shipping Act; and "ship" means a ship engaged in voyages in dangerous waters. I presume that the case which my hon. friend has reference to is a ship which is not one where a person is under an agreement and not one which was continually operated in dangerous waters. I suppose sometimes it did operate in dangerous waters and sometimes it did not. This being an order in council which was passed in order to give assistance to merchant seamen who operated in dangerous waters, I hesitate to say to the hon. gentleman that it would be possible to extend it to cover the men he mentioned. If consideration is given to cases such as he has in mind, it would have to be by a method other than that devised under this bonus.

As far as the case of Mr. Conrad is concerned, I made representations to the Canadian National on behalf of this gentleman, and the letter my hon. friend read is, I think, the final answer. However I shall be glad to ask the railways to take another look at the position.

Mr. WINTERS: These men have established the fact that they served in dangerous waters, because they were in receipt of the war risk bonus, so that they have fully qualified in that regard. I believe the articles they signed are known as continuing articles of agreement, but I am not too clear on that point.

Mr. ARCHIBALD: At this time I should like to bring up one or two points which normally would come under items 413 and 451. Since I should like to spend a few minutes in the industrial relations committee, where I should be at the moment, I would ask permission to mention these matters now.

Last winter representations were made to me by the boat owners of the halibut fleet and also the crews, as well as the salmon trawlers, asking for more navigation aids on the Pacific coast. I know that from time to time the board of trade of Prince Rupert have asked for more navigation aids for steamships, and the department has taken

the position that, with modern instruments, more navigation lights and so on are not necessary; but in the case of the fishing fleet that is not so. I personally went down the coast from Prince Rupert to Bella Coola last year on a halibut boat, during the stormiest season; and when it gets dark and you try to find one of these small fishermen's harbours, as they are called, where they hole up for the night, it is almost impossible to get in. It is at the entrance to such small harbours used by the fishermen that they would like to have lights installed. At the entrance to one small harbour commonly used out there they hang a lantern. That is against the law, but they have to do it in order to protect themselves. I would suggest that, in putting in lights on the coast, if the department would consult with the boat owners association of Prince Rupert before installing them I believe it would be more satisfactory than having the department instal the lights on their own responsibility. The fishermen point out that there should be a light at Rosespit; that there should be a larger light on Bonilla island; and they state that from Bonilla island to Egg island there are no lights on the outside. There should be a buoy on Badjo reef on the west coast of the island. They also say the existing lights should be improved by expanding the number, and putting in larger lights with greater candle power. They say directional finding is not on continually; it is of low power, and there are not sufficient stations. There are no stations at Beal or Eculet, and the one at Tofino is unsatisfactory. However, they say the one at St. James is good. They urge that these directional finding stations should be put on an automatic basis, as in the United States, and that there should be a constant patrol service the year round. They point out that the one light they would like immediately is at Bonilla, and they say it should be more powerful.

Then they have pointed out to me that the weather station at Dead Tree is absolutely useless. When they are out in Hecate strait they may get a report from that station that it is calm, whereas it may be blowing a gale outside, and it may work the other way also. They would like to see the Dead Tree weather station put at Bonilla or Sandspit, to make it more satisfactory to the fishing fleet. Then at the northwest end of Banks island, forty-eight miles from Prince Rupert, there is a place called White Rock harbour where they would like lights installed. That is where they have a habit of hanging a lantern, in order to guide themselves into the harbour.