

We inherited this bait service. Upon confederation it became a federal operation. It is not a static thing, and if there are bait depots in places where there is no use for them, then they should be closed, and the losses, cut.

On the other hand, if there are areas where this service is required, and could be given more cheaply by modern methods and a saving of the taxpayer's money, or if there are areas where fishing has developed at a very considerable rate, then this is a very progressive thing to do.

I want to congratulate the department on what I think was the most progressive step they have taken since 1949. We have a lot of roads in Newfoundland now which did not exist in 1949. I congratulate them on the idea of getting these trucks which can be operated at a very small part of the cost to distribute the bait which was formerly distributed by boats. I think that is a forward and progressive step.

I also congratulate them on the idea of these little plants which can be built for \$5,000 and which cost very little to operate, instead of building big new static depots. This it seems to me is a very progressive and forward step. I do think that over the years there is a real chance that the department may actually economize in the cost of this service, having regard to the value of money.

But on the question of fishermen not going into the fishing industry if they can find any other employment, the experience in Newfoundland—it may be it is because there is so much unemployment this year that this is the only reason; but as far as Newfoundland is concerned, there have been more than 2,000 additional fishermen enter the fishing industry this year in Newfoundland as compared with last year.

Whether that is because there is more employment available there than elsewhere, or because they now have a feeling of security under unemployment insurance I do not know; but the fact is that at the present time approximately 2,000 more people—mostly heads of families—rather than single men—are entering the fisheries of Newfoundland this year.

Mr. CARTER: Mr. Chairman, apart from anything that has been said up to now, if the Newfoundland shore fishery is to survive at all it must be a hook and line fishery. It cannot be a dragger operation. I think that is a fair statement because we do not have dragger grounds for inshore fishermen.

An inshore fisherman must of necessity utilize the grounds that are available to him. These grounds can best be utilized by a hook and line fishing operation. The ordinary shore fishermen cannot afford the large capital investment which is involved in a dragger operation. The hook and line fishermen must certainly have a bed.

As Mr. Clark has pointed out, the pattern has changed, and because the pattern of the shore fishery has changed, it necessitates a change in the distribution of bait service.

Mr. KEAYS: Mr. Chairman, under the terms of the constitution, is there any limit to the amount of money which can be spent in this regard?

Mr. CLARK: No, sir, there is no limitation.

Mr. MACLEAN: Mr. Chairman, my understanding is that we are obligated in this regard. I will read the portion of the agreement which applies.

The Canadian government will seek legislation or take such other steps as may be necessary to provide that the Newfoundland bait service will be taken over and operated without fundamental change by the Department of Fisheries.

This service is something which we have inherited. It was operated for a number of years by the commission government of Newfoundland.