

to help the fishermen. That has always been our policy and we will continue to do everything in our power.

Mr. JAMESON. Would the minister state what has been done to improve the life saving service in the Bay of Fundy?

Mr. BRODEUR. We have now two boats there instead of one, the 'Stanley' and the 'Lansdowne.' They are attached to the port of St. John, but they have instructions to place themselves at the disposal of the fishermen anywhere when required for their protection.

Mr. JAMESON. The hon. member for Guysborough (Mr. Sinclair) said that a request he made to the minister last year received prompt attention and I have no doubt the suggestion I am about to make will be similarly treated. Winter fishing has been prosecuted in the Bay of Fundy for many years, many people are interested and high class boats are used in carrying on this very valuable industry. Although the boats are of a high class, it is impossible to guard against the perils of the sea, and in a number of cases recently, fishermen have been blown off the shore and have experienced great hardships attended in one or two instances with loss of life. I would suggest to the minister that as he has two of these ships in St. John, it would be advisable to transfer one across the bay to the eastern side and to station her at Digby where she would be available on short notice to the fishermen of Annapolis, Digby and Yarmouth counties. In that way a great deal of valuable time would be saved. With the boat at St. John it would be necessary to telegraph to that port and there would be considerable delay before she would reach the scene of the disaster. We cannot overestimate the courage and endurance of the men prosecuting the winter fisheries; it is practically their only means of securing a livelihood, and they have to battle against great hardships and difficulties and are to-day doing a very flourishing business. The ship could be safely accommodated at Digby as the port is open the year round, and it would not cost more than to maintain the ship at St. John.

Mr. BRODEUR. The two ships now in St. John are supposed to be attached mainly to the New Brunswick side. Unfortunately, I find that there has been a system in the department for many years by which the Bay of Fundy is divided into two parts for the lighthouse and buoy service. The Nova Scotia side is supposed to be kept up by the vessels from Halifax and the New Brunswick side by the vessels located at St. John. The department is considering the question whether it would not be

Mr. BRODEUR:

advisable to put the Bay of Fundy entirely under the control of the St. John division. The control of the western part of Nova Scotia, and the eastern part of that province will be looked after by the boats located at Halifax. We have always divided the lighthouses situated on the Nova Scotia side from those on the New Brunswick side and we have had them looked after by the boats from Halifax. Of course, that is a drawback from the departmental point of view and if the committee should be of opinion that it would be better to re-divide the agencies it would be in accordance with the views which I hold. I do not know that there will be any feeling against it in the different provinces. I do not know what the people in Halifax would say if we should give the supervision of the lighthouse on the Nova Scotia side to the agency in New Brunswick. If that could be done it would, to a great extent, meet the views which have been expressed by the hon. member for Digby.

Mr. JAMESON. I cannot see what difficulty the minister would have to face. The fact that the agency at Halifax has been in control of certain work in the Bay of Fundy on the Nova Scotia side would seem to indicate a system which it would be better to get away from. Halifax is very remote from the Bay of Fundy as compared with St. John. St. John and Digby are both on the Bay of Fundy facing each other and ships from these ports will be able to cover the bay very expeditiously. I do not wish to refer to any matter which will suggest an unpleasant reminiscence but I remember that when the question with regard to the loss of the 'Hestia' was up the St. John agency had charge of the ships and there was considerable loss of time. I am sure that if one of these vessels had been stationed at Digby a great deal of time would have been saved. I think the minister will find he will be able to accomplish very admirably the work which he has in hand by making the change that I suggest. I hope the minister will take it into his serious consideration and that it will not be lost sight of because sometimes these matters which are brought up in the House, although they are very favourably received at the time, if we do not get a very solid expression from the minister, are apt to be side-tracked later on. We have not on this side of the House the same advantage that hon. gentlemen have who occupy seats on the other side with regard to approaching ministers. The only opportunity we have to approach a minister is on a formal occasion like this when estimates are up, or when we bring some matter up in the House, and we have to