

resolution emphatically opposing P.C. 206, passed on February 3, relative to the landing of salmon on wharves within twenty-four hours after being caught. In view of that decision by the province I should like to ask the minister if he will not consider cancelling or withdrawing that order in council.

Hon. ALFRED DURANLEAU (Acting Minister of Fisheries): My hon. friend was kind enough to give me notice this forenoon of the question he intended to put. My answer is that we will get official confirmation of the decision of the legislature of British Columbia, and then the matter will be very seriously considered.

#### TARIFF BOARD

On the orders of the day:

Mr. F. G. SANDERSON (South Perth): I should like to ask the Minister of Finance (Mr. Rhodes) whether the recently appointed tariff board is functioning and, if not, when it will start to function as a board.

Hon. E. N. RHODES (Minister of Finance): The board is making arrangements to begin its operations immediately. There is no delay at the moment, because cases are being considered in a preliminary way preparatory to the public hearings.

Mr. SANDERSON: Would the minister say where their offices are?

Mr. RHODES: In the national research building.

#### TRAWLER LICENCES

On the orders of the day:

Hon. ALFRED DURANLEAU (Acting Minister of Fisheries): With respect to the licensing of steam trawlers, Mr. Speaker, it may be of interest to recall the conditions under which steam trawling was begun in this country. Some years ago those who were engaged in the marketing of fish found that steadiness of supply was essential in order to increase the demand, and at that time there was no assurance of such steadiness of supply, particularly in the winter season. Hence in 1910 steam trawling was initiated with one vessel. With the development of the demand for fresh fish the number was increased to two in 1912 and in the following year to five.

During the war the demand grew rapidly, and probably the number of trawlers would have been increased more rapidly than it was had they been available. The largest number operated in the war period was eight in 1918. In 1926 the number had increased to eleven, and since then it has declined.

Following consideration of the majority and minority reports of the Atlantic Fisheries Commission of 1927-28, legislation for the better control of trawlers was adopted in 1929. The main provisions of this legislation were:

(a) All trawlers must be licensed.

(b) All trawlers should be registered in Canada and owned by Canadian companies or persons.

(c) That trawler fishing should not be allowed within twelve miles of the shore.

(d) That the minister may determine the number of trawlers to be licensed.

(e) That regulations might be made by order in council prescribing the evidence to be submitted with applications for licences fixing the conditions under which licences should be issued and making any other provisions respecting licences.

By order in council of October 30, 1929, regulations were adopted under the authority of the new legislation. These regulations provided for the licensing of trawlers and for a fee of one cent per pound on all cod, haddock and halibut that were landed by foreign built trawlers and two-thirds of a cent a pound on all such fish that were landed by Canadian built trawlers, excepting on fish landed during the months of January, February and March each year, when no fee would be charged.

One of the trawler operating companies failed to pay the licence fee, and action was taken in the exchequer court to compel payment. This resulted in a decision of that court of the 9th of March, 1931, that the regulations were ultra vires. After further consideration of the matter new regulations were adopted by order in council of August 14, 1931. These provided for a licence fee of \$500 for each trawler and that the applicant must furnish the minister with evidence that would satisfy him that the applicant could not obtain an adequate supply of suitable fish to enable him properly to conduct and develop his business from the hook and line fishermen, and that the granting of the licence would not adversely affect the extent to which fish would be purchased from the hook and line fishermen.

Following the submission of applications, which were accompanied by the necessary evidence supported by declarations, licences for six trawlers were granted for the fiscal year 1932-33. Five of these were for trawlers operated by the Maritime-National company and one by the Leonard fisheries.

Fishermen's organizations and boards of trade have strongly urged that no trawlers be