

consideration of his government were he returned to power. May I point out to him that here there is a definite suggestion that the duty on coal and steel is too low, that the duty ought to be raised for the benefit of those industries, and we demand that this House act upon that suggestion. There is no need to refer the question to the Tariff Advisory Board if the government is going to be governed by its own precedents, for in the case of the automobile industry, the government considered itself justified in lowering the duties on automobiles without having any investigation of any kind whatsoever. In this case we have the specific suggestion of a royal commission, and surely if the government saw fit to act in the case of the automobile industry without any recommendation or investigation of any kind whatsoever, it ought to act, and act quickly, on the report of the Duncan commission, and give us increased duties on both coal and steel during this present session.

In relation to trade, there is another specific recommendation in the report, and that is for the establishment of coking plants. I do not intend to deal with that at any length, because I notice in the speech from the throne it is intimated that the government will make special provision for carrying out the recommendation of the commission.

I pass on to the last matter with which I purpose to deal in so far as the report of the royal commission is concerned, and that is in relation to the fish trade. That is a matter in which I myself am particularly interested because I represent what is, so far as deep sea fishing is concerned, the biggest fishing community in Canada, and it is also vitally interested in the fresh fish trade. The problems of the two are very, very different, and I purpose dealing first with the fresh fish trade.

There is a recommendation that the government proceed, if possible, to make a trade treaty with the United States in order to have the Fordney-McCumber tariff done away with, a tariff which is burdensome to the shore fishermen of the maritime provinces. May I say that that proposition has our approval provided that the interests of the country as a whole do not have to be sacrificed in order to attain the objective. But there are several things which can be done even if that cannot be done, and the first of those is that fast refrigerator trains should be established to carry fish from Nova Scotia into the markets of central Canada. Secondly, the Dominion government can aid the provincial governments of the maritime provinces in a campaign to popularize the eating of fish throughout central

[Mr. Ernst.]

Canada, and if I may make one personal observation, I would say that there is a fertile field.

I pass on to the question of the salt fish trade. There is very little that can be done in this connection in so far as the question of maritime rights is concerned, but there is one matter that I would like to bring to the attention of the government. The salt fish trade is one that thrives in competition with the world. Our chief competitors are Norway and Newfoundland, and the chief market difficulty to-day is that Norway appears to be marketing a superior quality of fish, due to the fact that Norwegian fish are caught nearer home and do not have to be so heavily salted, and consequently can be better cured. I would suggest that a research bureau be established by the government to investigate with a view to finding improved methods of curing and packing fish, and to see if the market for salt fish cannot be extended.

I want to make one other reference in connection with this matter. From Lunenburg there go forth every year 100 vessels, and 3,000 men who earn their living on the deep. Last year during the storm in the month of August, two schooners, the Sadie Knickle and the Sylvia Mosher, were lying off Sable island when the storm came up, and they were caught and wrecked on the sand bars, and their crews of fifty men went to destruction. Why? Because there was no effective method of giving them warning that the storm was coming. If they had received warning, they could have obtained sea-room and escaped. After the election I wrote to the Minister of Marine and Fisheries (Mr. Cardin), and suggested that warning could be given if the government saw fit to establish radio-telegraphic communication. If the weather reports could be broadcast in plain English so that they could be picked up with a radio receiving set at a certain hour each day, disasters such as happened to the Sadie Knickle and the Sylvia Mosher need not happen in the future. I am happy to say that I received a most courteous reply from the minister, assuring me that the matter was being attended to, and that the Marconi station at Louisburg would be equipped for the purpose. I wish to impress upon the minister the fact that if it is to be of any use in the coming year, it will be necessary that some definite assurance be given that the service will be in operation by the month of March because at that time the fleet leaves for the sea. I would further suggest to the minister that the service be extended in this way: In the United States the Westinghouse stations every Saturday night broadcast messages to the men of the Royal Northwest