

priation estimates under an item to provide for payment of subsidies in connection with the purchase of Canadian canned salmon. It should first of all be borne in mind that this item in the war appropriation estimates will involve no final expenditure on the part of the federal government; it is simply an estimate of payments to be made pending reimbursement from the British Ministry of Food, the Canadian Red Cross Society, and the Commodity Prices Stabilization Corporation. This salmon was disposed of to the British Ministry of Food, the Canadian Red Cross Society, the armed services and the Canadian domestic market. My friend asked the quantities disposed of in this manner, the names of the persons, and the amounts each received. It is my intention to furnish him now with quantities. It would take some time to furnish him with the other information; I shall be glad to do it for him privately, or I will write him a letter on the subject.

Regarding the disposal of the canned salmon in the last year: to the British Ministry of Food, 775,557 cases; to the Red Cross, 52,000 cases; to the Canadian domestic market, 250,000 cases; to the armed services, 20,000 cases.

The hon. member also asked for some information regarding an item which appears on the war appropriation under the title, experimental long line fishing vessel. The object and the purpose of this experiment are twofold. The first was to examine the possibilities of using mechanical hauling in place of hand hauling from dories. Fishing was engaged in by one vessel used for this purpose on various parts of the Atlantic coast, and its success may be judged by the fact that fishermen are now installing similar mechanical apparatus on their own boats. The second was to ascertain whether fishing for species little fished in the past could be further exploited. The results in this instance showed that such fisheries as the halibut in various regions of the Atlantic coast could be profitably exploited. As an example, in one area the vessel engaged primarily in halibut fishing in two trips each of seven days fishing duration grossed about \$3,000 in each case. In order to expedite matters, it is not my intention at the moment to elaborate on this item, but I have a considerable amount of information available concerning the experiment and I shall be glad to furnish it to any member of the house.

The member for St. John-Albert referred to a certain temporary appointment of a fisheries inspector at Shediac, New Brunswick. When this matter was first mentioned I suggested

to him that he put the question on the order paper; I still feel that that would have been the more appropriate course to follow. However, I will say this. This man is at present occupying the position of temporary fisheries guardian and not fisheries inspector. I would advise the committee that all appointments of fisheries inspectors are made by the civil service commission. Apparently the policy at present is this: These positions at the present time are all temporary until the rest of the servicemen get back from overseas. Eventually the job will be advertised, and I am sure that when the commission does make an appointment it will go to a man who has had overseas service. I am sure the commission will carry out the regulations in that regard. Everyone knows, I believe, that I am as much interested as anyone else in seeing that these various appointments are held by men who have had overseas service and experience.

Another question brought up first of all by the member for Royal was whether or not an investigation is being made into the possibility of transporting fresh fish from the maritimes to the larger centres of Ontario and Quebec. It gives me great pleasure to inform him that this department has, through the fisheries research board, evolved a new type of refrigerator carrier known as the overhead refrigerator car, which is being manufactured as quickly as possible by the two Canadian railway systems and which is at present in use. The war, of course, halted continued manufacture of these cars.

With regard to transport by plane, it should be borne in mind that the war has been over now only a matter of months, but I can say that the department has a fund of information available for anyone who wishes to make use of it. In other words, it is available to those engaged in the industry who desire to use it. This information concerns several factors which are involved in securing new methods of transportation.

Several hon. members have brought up the question of markets. The member for Royal was the first to do so. With regard to markets such as the South American and West Indian markets, this is a matter that comes within the jurisdiction of the Department of Trade and Commerce. However, I would advise the hon. gentleman that my department is cooperating to the fullest extent with other departments in furthering trade opportunities in this industry.

The member for Queens made some reference to controls. At that time I felt that I was being addressed as chairman of the wartime prices and trade board. However, when