

*The Address—Mr. Crouse*

are protected from foreign shipping. I suggest that action be taken by the government at the earliest possible date to enunciate their policy.

At this time I should like to say a few words about the tourist industry in Nova Scotia. Many of our citizens depend upon this industry for a livelihood, and the industry received a boost when the *Bluenose* inaugurated a ferry service. It is a matter of great concern to many Nova Scotians, however, that this ferry is incapable of handling all the tourists who desire to visit the province from that great nation to the south of us. I would suggest that to alleviate this situation a further ferry service be instituted between Boston and, perhaps, Liverpool or Shelburne, Nova Scotia. These ports are two of the finest on the eastern seaboard and are unequalled as all-weather, deep water ports at which docking facilities are established. This further service would provide an alternate route for the convenience of the travelling public and Liverpool, known years ago as the privateer capital of the world, would welcome this new industry. I should like to impress upon this government the need for giving this matter every consideration.

The establishment of a national park area along the south shore of Nova Scotia would be of further interest to the tourist. I would propose something similar to the park on the north shore of Prince Edward Island, in an area lying between Liverpool and Cape Sable island. Beautiful sand beaches, suitable for salt water bathing, abound in this section and the inland lakes and rivers of Queens county provide opportunities for the finest of trout and salmon fishing. I believe the establishment of a national park in this area would be, not only valuable as a tourist attraction but would provide an ideal vacation spot for native Nova Scotians. In the event of a nuclear war, these national parks would be invaluable. People in thickly settled areas could be evacuated to these camp sites where water and sewage facilities are provided. Because of their location these facilities would not likely be contaminated by fall-out so I would urge the government to give some thought to this proposal.

The speech from the throne offered much comfort to our senior citizens, to the blind and disabled persons. Those worthy citizens, the war veterans, were not forgotten and the scale of their allowances is to be increased. Farmers can look forward to legislation guaranteeing greater stability in the prices of their products and the government is pledged to strive to secure additional markets for the products of our fisheries. This will be of great interest to my constituency for fishing is the real basis of our

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existence in Queens-Lunenburg. Most of our industry and enterprise is allied with fishing, directly or indirectly.

In the past few years great strides have been made in modernizing fishing methods and in improving the manner of marketing fish. The development of cold storage facilities throughout the country has helped distribution and has helped bring delicacies of the sea to those inland cities which, otherwise, could not enjoy our fine seafoods. The modernization of our fishing fleet has been gradual over the years. Very few of our graceful deepsea salt fishing bankers, which helped make the industry famous, are left. The memory of these ships has been perpetuated by a replica of the schooner *Bluenose* on the back of the Canadian 10-cent piece. This vessel should have, and could have, been preserved by a more thoughtful government.

Today we see a new and different fleet made up of diesel-powered long liners, sword fishermen, scallop draggers and ground fish draggers, ranging in size from 55 feet to 65 feet in length. It is true that we have some deepsea trawlers ranging up to 115 feet in length, but the majority of the fleet today is made up of smaller ships, individually owned or owned by groups of fishermen.

With the increased growth of this fleet, a definite need arose for a protection service or a coast guard. This request was made of the former Liberal administration and it was ignored. It was ignored because apparently no members of the former administration have spent any time at sea, as I have. They were unaware of the need and did nothing for the maritime fishermen. Needless to say, at election time the maritime fishermen did nothing for the Liberal candidates, as evidenced by the large number of members from the Atlantic area.

During the past summer two specific events occurred on our eastern seaboard which outlined the need of a coastguard. The *Jean and Edith* captained by Mr. William Evans, is a 65-foot fishing dragger, fishing out of Sydney, Nova Scotia. This ship broke down on the grand banks off Newfoundland and radioed for assistance. Unfortunately no one was listening and, as the winds blew and the seas rose higher, it looked as if this was the end. Fortunately, however, our United States friends have a coastguard stationed at Argentia, Newfoundland, and just when it appeared as if all was lost they found the small dragger and towed it to Newfoundland.

Later in the summer the *Alfred D.*, a 65-foot fishing dragger, also broke down on the grand banks. When it appeared as if no one would