

as fishermen living in the vicinity of the larger ports, and the idea was to help establish a service for the purpose of collecting the fish from the smaller ports and bringing them up to the more important ports where they could be sold more advantageously. I must admit that nothing very definite has yet been decided upon. The suggestion has been made to us that we should subsidize a certain line of steamships, or else that we should help to establish a certain line, for the purpose of collecting the fish, but nothing very definite has been done as yet, and I am afraid that nothing is going to be done in that direction before this vote expires on the 31st of March next.

Mr. ERNST: It would not be of any use until after the 31st of March.

Mr. CARDIN: Not very much, except so far as preparation is concerned.

Mr. ERNST: Will further consideration be given to this matter in the main estimates for the coming year? At the present time, along a good portion of the coast of Nova Scotia the National Fish Company are operating boats for the purpose of collecting fish for their own trade, but along the south shore of the province, which embraces the counties of Lunenburg, Queens, Shelburne and Yarmouth, nothing is being done in that direction, and the fishermen are without any method of getting their fish to market. I would ask the minister to bear that in mind, and to provide some such service for the south shore of Nova Scotia.

Mr. CARDIN: Certainly. That is the object we had in view.

Item agreed to.

Amount required to remunerate Messrs. Bain, Bicknell, Macdonell and Gordon, solicitors, for professional services rendered in the matter of the King vs. the Dominion Shipbuilding and Repair Company, Limited, \$392.49.

Mr. GARDINER: What is the explanation of this?

Mr. CARDIN: I regret not being in a position to give many details regarding this item, which relates to a case in the department. I may say that these fees are all taxed by the Department of Justice.

Item agreed to.

Amount required to remunerate Messrs. Bain, Bicknell, White and Gordon, solicitors, for professional services rendered in the case of the King vs. the London Guarantee and Accident Company, Limited—the Prince Rupert Dry Dock and Engineering Company, \$973.04.

[Mr. Cardin.]

Mr. COOTE: Were these solicitors successful in compelling the London Guarantee and Accident Company to pay the bond that has been hanging fire so long?

Mr. CARDIN: They have not succeeded yet.

Mr. COOTE: Is this case closed—was the government unsuccessful?

Mr. CARDIN: No, the case is not closed.

Item agreed to.

Amount required to provide for the removal of the wreck of the S.S. Canadian Recruit, \$50,000.

Sir GEORGE PERLEY: Perhaps the minister will give some explanation of this item?

Mr. CARDIN: The Canadian Recruit, one of the steamers of the Canadian Government Merchant Marine, was wrecked several years ago in the gulf of St. Lawrence, and it has since been practically established that the wreck was the cause of the stranding of other vessels at this point. Representations were made to us by the navigation companies that we should remove the wreck, and in view of the difficulties we are experiencing in getting the insurance rate reduced, we deemed it desirable that all obstacles to navigation should be removed.

Sir GEORGE PERLEY: Was this wreck located right in the channel?

Mr. CARDIN: It was just at the edge of the channel below Quebec. It is one of the most dangerous places of navigation in the gulf by reason of the currents. This wreck increased the difficulties of navigators, and we therefore decided to take this action and so allay the anxiety of the navigation companies.

Mr. GARDINER: What was the depth of water at that point?

Mr. CARDIN: The wreck has been removed in order to give a clearance of thirty-five feet at low water. Before its removal the wreck was visible at low water.

Item agreed to.

Mines and Geological Survey—Mines branch—to provide for the operation of peat bog at Alfred, Ontario, \$70,000.

Mr. CANTLEY: Explain.

Hon. CHARLES STEWART (Minister of Mines): The explanation of this vote is that the federal government and the government of Ontario have spent in the neighborhood of \$250,000 in developing machinery to