

Supply—Transport

of the lack of some central control and integration system the large government fleet operated independently of one another. Vessels from the fisheries patrol, the Department of Transport, the Department of Public Works, the navy and Royal Canadian Mounted Police vessels were not being efficiently or fully used because of the lack of a central control to co-ordinate all of their activities.

The minister was told also, according to this information, that during several months of the year many of the vessels being used were either out of service, laid up, or otherwise not available and that an adequate service would require the vessels to be at readiness on a 24-hour a day, seven days a week, 52 weeks a year basis so that in an emergency, regardless of the time of night or day or the season of the year, adequate vessels would be available to participate.

The committee indicated that it received an extremely friendly hearing from the minister who indicated that this was the first time any group had submitted a program to him in such detail. The minister is reported to have expressed the opinion that the proposals seemed to be practical and workable and that they would receive the closest attention from himself and his colleagues. It is unfortunate, perhaps, that the Minister of National Defence could not be here to give us his impressions of this delegation and to contribute to our discussion of the proposal for a coast-guard.

However, I should like to inquire specifically of the minister in regard to the seven points which are mentioned, whether the hon. gentleman has had an opportunity of discussing them in some detail with the Minister of National Defence and what conclusions, if any, have been reached. Perhaps the minister could indicate what attitude has been taken toward the points mentioned in the brief—the equipment of vessels with sick bay facilities, having one person on each made responsible for the equipment and getting in contact with the control centre, the strategic location of vessels at various points on the coast, the placing of them all under central control, the announcement of immediate safety regulations for small private and commercial craft, and so on.

I know the minister is just as concerned as those who come from the west coast are about this problem. We, of course, are in contact with fishermen and others in our constituencies, as well as with the families of fishermen—wives of men who have been lost at sea—all of whom have a special interest in the efficient working of an air-sea rescue service. I do not think I need go into great detail about the need which exists for the

[Mr. Howard.]

establishment of a service which would ensure to the greatest possible degree that any accident which occurred at sea would be dealt with with dispatch and the men reached in the shortest possible time through a co-ordinated system such as was outlined by the delegation which met the minister.

Mr. Hees: As the hon. member knows, I had a good meeting with the delegation which came down here. We discussed the matter thoroughly. They put forward their brief. I asked questions; they answered them, and vice versa. As the hon. member also knows, we appointed a co-ordinator recently whose job it is, among other things, to make recommendations as to how we can best accomplish the aims which the hon. member has outlined and which the delegation outlined to me. All those interested in safety at sea on the west coast have these aims in mind. We are just as interested as he is in this question. We shall press the matter forward as quickly as we can and the co-ordinator will be in touch with the organization the hon. member has mentioned.

Mr. Fisher: May I call it five o'clock?

Some hon. Members: It is not five o'clock yet.

Mr. Fisher: I was wondering if the minister had made any changes in his attitude as far as the accounting methods of Canadian National Railways and other crown enterprises which come under his jurisdiction are concerned in order that there may be a more effective system of accounting to parliament than exists at the present time.

We have a tradition in Canada in so far as public enterprise goes, of allowing—

The Deputy Chairman: It being five o'clock, in order to permit the house to proceed into the consideration of private and public bills it is my duty to rise, report certain resolutions and request leave to sit again.

Progress reported.

Resolutions reported and concurred in.

PRIVATE BILLS

Mr. Speaker: It being five o'clock the house will now proceed to the consideration of private and public bills, the former having precedence, pursuant to section 3 of standing order 15.

Mr. McCleave: I believe it has been agreed among all members of the house that second reading be given to all the divorce bills that now stand on the order paper for second reading with one exception, and that the house then return to consideration of the estimates of the Department of Transport. If that is