

Supply—Transport

legislation, and we are choosing to do it this way.

Item agreed to.

DEPARTMENT OF TRADE AND COMMERCE

10g. Exhibitions branch, \$111,800.

Item agreed to.

DEPARTMENT OF TRANSPORT

5g. Administration, operation and maintenance including authority, notwithstanding section 30 of the Financial Administration Act, to increase to \$27,016,900 the commitments for the current fiscal year for the Canadian coast guard service, \$360,700.

Mr. Crouse: Mr. Chairman, I would like to take this opportunity to remind the minister that recently there has been a serious loss of life on the east coast, when no less than three deep sea ships went down, with a total loss of 35 lives. The largest loss of life was due to the grounding of the trawler *Cape Bonnie* outside Halifax harbour. I am sure the minister is well aware of that happening. A large number of mariners, and fishermen in particular, have expressed the opinion that the navigational aids which are outside Halifax harbour should bear closer investigation by the Department of Transport.

At the present time the *Sambro* lightship is no longer on station. During the period that it was on station there was greater communication between the captain of the lightship and the officers in charge of both merchant ships and fishing ships, trawlers and draggers, entering and clearing the port. Therefore I would like to enter a plea that the minister and the government give consideration to restoring the *Sambro* lightship to its position outside Halifax harbour. This would be an act that would receive the commendation of all mariner interests, and in view of the importance of the matter I hope it will receive the government's favourable consideration.

Mr. Benson: I most certainly will bring this matter to the attention of the Minister of Transport. I believe my hon. friend brought it to his attention on orders of the day recently, and that the minister indicated he would look into the matter of safety precautions at the entrance to Halifax harbour. Undoubtedly he is doing this, but I shall bring these additional representations to his attention.

Mr. Bower: I should like to supplement what my hon. friend from Queens-Lunenburg has said, but in connection with another lightship, that on the tremendously treacherous Lurcher shoals off Cape Forchu outside Yarmouth harbour. There is a report in the

area that the Lurcher lightship is to be replaced by radar buoys, and the feeling of the maritime people in the southwestern end of Nova Scotia is the same as that expressed by the people in the Halifax area, that it would be most injudicious and dangerous to remove the lightship. I make a plea for the maintenance of that navigation aid in its present position.

Mr. Fulton: Mr. Chairman, it is unusual for a member from the west coast to support a position taken by members from the east coast, yet it should not be because all of us are interested in the maintenance of traffic in and out of Canadian ports. From personal discussions I have had recently I know the very real concern felt by those who are interested in the port of Halifax with respect to the matters which have been drawn to the committee's attention by my colleagues from Queens-Lunenburg and Shelburne-Yarmouth-Clare.

I understand one of the reasons for the reluctance to make a commitment to restore the lightship on the shoal upon which several vessels were lost, is a matter of money. Recently an automated signal has been placed there, but the authorities are concerned that if they restore the lightship manned by human beings it will cost them money to maintain the crew, provide sustenance, and transport them out to the ship on interchanges of duty. This is an improper consideration to allow to stand in the way of restoration of 100 per cent service at that station.

All that is really asked for is that the manned lightship with trained personnel be restored while another look is taken at the situation to see whether the automatic signal is really adequate to protect the lives and the safety of those in charge of the vessels coming in and out of that port.

● (9:20 p.m.)

I should like to ask the Minister of National Revenue to give us a little more than the automatic assurance that he will bring this matter to the attention of his colleague. I would ask him to assure the committee that he personally will recommend to his colleague that, starting tomorrow and continuing until the further studies of the adequacy of the system are completed, or until an assurance is given that it is the best system which can be devised, the old system will be restored, because it is an indisputable fact that under the old system there was not this loss of life which there has been in recent months since the automatic system was installed. If the