

that last year some repairs were made to this boat, but she is still obsolete because you cannot take an old fashioned boat, remove her engine and replace it with another second-hand engine, and make anything out of her. You want an up-to-date life boat that can render service to the hundreds of fishermen along the bay of fundy coast. You have a good crew and a good building, and if you had a proper boat you would then be in a position to render the service that is supposed to be given to the fisherman who take their lives in their hands to go out to sea to fish. The minister would be well advised to have a new boat placed at the life saving station at Bay-view.

Mr. COOTE: There are only two whole-time men and two part-time men in the radio engineers' department in Alberta. That is too small a number to cover such a great area. There are many complaints because of leaks from the Calgary Power Company's main line. The engineers cannot possibly cover the ground satisfactorily. The minister has a surplus of \$11,000 from the operation of the radio department in Alberta, and I would ask him if he could not give us a couple more engineers to give the people the service to which I think they are entitled in view of the fees that are being received by the department.

Mr. CARDIN: I am informed that that situation is being attended to.

Item agreed to.

Mr. SHORT: If all the marine items have now been disposed of, Mr. Chairman. I have a word to say in connection with the Fisheries department, particularly in connection with Bill No 26, which was passed last session, and order in council P.C. 2196, dated October 30, 1929. The house, of course, is aware that in 1927 a commission was appointed to investigate the fisheries of the maritime provinces, particularly of Nova Scotia. One of the very live questions then occupying the minds of the fishermen of Nova Scotia was the steam trawler question. This commission sat in all parts of the province of Nova Scotia, heard evidence from fishermen in every section, and then brought in a majority and a minority report. The commission was composed of five members. The chairman was Mr. Justice Maclean, a man who is very familiar with conditions in Nova Scotia because he represented a fishing constituency for a number of years and was in close touch with the fishing industry of the province. Another member of the commission was Professor Cyrus Macmillan, of McGill university. He knew nothing whatever about the fisheries,

but is a very fine man. The other three members were Nova Scotia fish dealers whose minds were made up before they entered on the inquiry—they were very much opposed to the trawler. The result was that Professor Macmillan and these others brought in a majority report advocating the abolition of trawlers. Mr. Justice Maclean, the chairman, did not agree and recommended that trawlers should not be abolished, that they were an absolute necessity if we were to continue to supply the markets of Canada with regular shipments of fresh fish. Bill No. 26, based on that report was introduced last session and passed. It was satisfactory to all concerned, both the trawler people and I think the shore fishermen, and had its provisions been put into effect there would have been no trouble. But on October 30, 1929, the government passed order in council P.C. 2196. Let me put on Hansard the circular issued by the minister's department with respect to this order in council:

Canada  
Department of Marine and Fisheries  
Fisheries Branch  
Notice

By order in council of October thirtieth, 1929 P.C. 2196, and under the authority of section 69A of the Fisheries Act, which section was established by 19-20, George V, Chapter 42, it was provided that a licence to any fishing vessel which uses an otter or other trawl of a similar nature, will not be granted except under the following conditions:

1. That such vessel was built in Canada and is now operating under temporary licence or was built in Canada subsequent to November 1, 1929.

Provided, however, that existing fishing vessels, other than Canadian built, which use otter or other trawls of a similar nature, and in respect of which temporary licences are now in force, shall be eligible for licence but only during the period ending April 1, 1932.

2. On and after April 1, 1930, a licence fee at the rate of one cent per pound, shall be payable by the owner or operator of any such fishing vessel that was not built in Canada, and, at the rate of two-thirds of a cent per pound, shall be payable by the owner or operator of any such fishing vessel that was built in Canada, under regulations approved by the Minister of Marine and Fisheries, on all cod, haddock and halibut that are caught and landed on the Atlantic coast of Canada by any such fishing vessel. In determining the weights of such fish, in the case of cod and haddock, such shall be done with the heads on, but with the entrails removed, and in the case of halibut, with the heads off and the entrails removed; provided that no licence fee shall be payable on fish caught and landed during the months of January, February and March in each year, nor on scrod—that is, fish with the heads on, but with the entrails removed, that weigh less than two and one-half pounds each.

Wm. A. Found,  
Deputy Minister of Fisheries.  
Ottawa, November 2, 1929.