

Supply—Transport

wartime sea-going experience. Their number includes, too, many men who are at present actively associated with marine affairs in civil life. This resolution is one embodying much that has been discussed by branches of the association on both coasts. It is an opinion which should carry weight. I am quoting the demands of these organizations so that hon. members may understand that this is no isolated appeal but indeed one that comes from all sections of Canada, and should be heeded.

Coming to my own province of Newfoundland, I can speak from knowledge. I have no hesitation in saying that the establishment of a coastguard service in Newfoundland would be a godsend. The island of Newfoundland, not taking Labrador into consideration, has six thousand miles of coast line. As hon. members are probably aware, in a great measure we must depend on the sea for our highroad. If that highroad of ours has to be traversed, as it must, by small boats and in all kinds of weather—and the weather in Newfoundland varies as it does up here, of course—one can readily imagine the great value of a service such as the one I have suggested this evening, and what a great boon it would be to the residents of Newfoundland to know that they had a coastguard service of their own.

At the present time we are fortunate in having, as we have had for some time past, the assistance of the United States coastguard. They have given us wonderful help. There is no question about it, we owe a great deal to them and to their ships and planes. I understand that quite recently a branch of the search and rescue division has been set up in Newfoundland by the federal government. It consists of five officers, three non-commissioned officers and nine airmen. They are to have one Canso aircraft and one Norseman aircraft. In the newspaper article from Newfoundland that I read it is stated the force will co-operate closely with the United States Air Force rescue force and the United States coastguard. We are not

ungrateful to our good neighbours to the south, the United States; but as a citizen of a province of this great dominion I feel that we should not have to depend on the services supplied by our neighbours for this work, no matter how willingly those services are provided.

In addition to assistance which we have received from the United States coastguard on numerous occasions when our ships get into difficulties, it means that one of our regular coastal boats must be taken off service or at times a ship belonging to a private firm has to be hired by the provincial government to render aid. As happened only within the last two weeks, a ship going about her lawful occasions and owned by a private firm had to be chartered by the provincial government to go to the assistance of two schooners which were in difficulties on our northern coast.

With Newfoundland the fishing country that it basically is, with a natural ancillary to that fishing industry being the operation of small boats, with the stormy weather—

Some hon. Members: Eleven o'clock.

The Deputy Chairman: Before I call it eleven o'clock, may I ask if the committee would be prepared to pass item 453?

Mr. Green: No. The hon. member for St. John's East is not through.

Item stands.

Progress reported.

BUSINESS OF THE HOUSE

Mr. Fournier (Hull): Tomorrow we shall resume debate on the budget.

At eleven o'clock the house adjourned, without question put, pursuant to standing order.

[The following item was passed in committee of supply]:

DEPARTMENT OF TRANSPORT

Administration of the Transport Act—

454. Board of Transport Commissioners for Canada—administration, maintenance and operation, \$610,880.