

Supply—Transport

board has been functioning with two members instead of the full membership of three.

We are becoming worried in Vancouver, which is one of these national harbours. We have a wonderful natural harbour there; we believe the finest on the west coast of Canada or of the United States. We have been surprised to learn in recent weeks that the entrance to that harbour needs dredging an additional five feet or otherwise the newest oil tankers and cargo vessels will be able to enter the harbour only at high tide. Already some of these vessels have had to wait outside the harbour until the tide was right to permit them to come in.

These ships are being built larger all the time. For example, they have 25,000-ton cargo vessels and I believe they are building 40,000-ton oil tankers. The Trans Mountain Oil Pipe Line Company are now in the process of constructing a pipe line from Edmonton to the west coast and they have stated that it may not be possible to erect dockage to serve oil tankers in Vancouver harbour unless the first and second narrows are dredged.

The result has been that various public bodies, including the city council, have united to urge that this additional dredging be done without further delay. We understand that a dredging program was developed by the Department of Public Works or the Department of Transport before the second war. We urge that that plan be taken out of the filing cabinets; that dredges be put to work and that these narrows be deepened by a further five feet as well as widening the harbour entrance.

The whole economy of Vancouver is based on the harbour, which is also the outlet for most of the province. British Columbia has been expanding at a tremendous rate. You will have noticed that a bill received third reading today authorizing the building of a branch line from Terrace to Kitimat on the Canadian National Railways line to Prince Rupert. That Alcan project is only one of many huge developments that are under way in the province and to most of these Vancouver harbour is essential.

Thousands and thousands of dollars' worth of supplies go through the harbour each day destined for Kitimat. We believe that with the installation of the oil pipe line and the construction of refineries there will be a greatly expanded trade in and out of the harbour. I suggest to the minister that he confer with his colleague, the Minister of Public Works, to see if some arrangement cannot be made to get this needed dredging done at once.

This brings up another point. Before the national harbours board was set up the different ports were operated by local harbour commissions, just as the port of New Westminster is now operated. With the setting up of the national harbours board the local people lost control. I have always contended that there should at least be advisory councils in the interested cities. As far back as 1931 and 1932 a survey was made by Sir Alexander Gibb, the British port authority, of all our national ports including Vancouver. He recommended strongly that while there should be a national harbours board in charge of all these ports, there should also be local advisory councils. I should like to quote from page 31 of his report where we find the following recommendation:

It is essential to avoid emasculating the local administration, since no centralized control can replace an efficient and active local administration, or the special knowledge and initiative of the local business community, both of which are vital to a port's prosperity.

For this latter reason I strongly advocate a local advisory council. There are very many aspects of port working which such a council can properly care for, such as the representation of the interests of private wharf owners, of local merchants and distributors, of local consignees and exporters, of the labour view and of the attitude of boards of trade, chambers of commerce, corn exchanges and other such trade organizations, in addition to shipping.

It serves very usefully to identify the community with the port; and to secure the support and interest of local members of parliament, the city council, or provincial government in schemes, and so anticipate and meet criticisms from any such quarters, or action that might be prejudicial to the port.

It is invaluable in exploring the possibilities of local markets, in carrying out advertisement and propaganda and in co-operation with interests likely to promote industrial developments. Finally, a local council provides a useful check on the tendency of more or less permanent officials to become stereotyped or arbitrary.

I do not believe the present difficulty would have arisen in Vancouver harbour if there had been a local advisory council operating which would have been in position to realize that this problem of accommodating new and larger freighters was developing.

This brings me to my final point, the attitude of the Department of Transport to some of the airports in the country. Outside Vancouver one of Canada's great international airports is located on Sea Island just a few minutes drive from the southern boundary of the city. From that airport planes take off every day to fly in every direction including to the Orient. I note that Canadian Pacific Air Lines is now proposing to ask permission to institute a service from Vancouver to South American ports. Sea Island airport is in the same category in the west as Dorval is in the east. It was founded by the city of Vancouver and for some years now there has been a lot of