

*Public Harbours*

stemmed precisely from the fact that harbour descriptions were not adequate or were not included in accurate legislation.

That is why I feel the principle of the bill is excellent. I fully support it and I hope that, one day, it will be possible to include a few important harbours in the province of Quebec.

(Text):

**Mr. D. M. Fisher (Port Arthur):** Mr. Speaker, I hope I can rise to the challenge of the national debate as presented by the hon. member for Stormont (Mr. Lamoureux). I am particularly excited too by the stirring, almost responsive reading the minister gave in his introduction to the bill. It certainly sets one up for a thrilling debate. I have also had my colleague next to me wanting to know why Moosonee is not on the list, in view of the grand promises which have been made in recent years by this government in former parliaments as to what it would do to open the north and, as Premier Frost has always called for, to give Ontario a port on the Atlantic at Moosonee. Then too the hon. member for Greenwood (Mr. Brewin) has been urging and reminding me, since I am speaking on this, that this is the opportunity to let everybody in the nation and this parliament know that Toronto harbour is not ordinarily fogbound, at least during the shipping season.

**An hon. Member:** Only during the football season.

**Mr. Fisher:** Somebody says "only the football season". I hate to bring up anything so relevant as that.

Mr. Speaker, we look forward to seeing this bill in the committee. I would just point out again in a national sense how interesting it is. Several years ago we passed an act setting up the lakehead harbour commissioners. They were given a boundary authority which included the cities of Fort William and Port Arthur. We have a definition here of the scope of, let us say, the physical properties within their grasp—that is chapter 34 of the statutes of Canada, 1958—and in trying to compare that with the boundaries of Fort William and Port Arthur set out in that act it seems to me that the commissioners have much less to deal with than the public harbour areas which are set out and delineated in the bill and in the schedule which follows.

The hon. member for Stormont went into history to quite an extent. You can see some of the history in the lakehead when you look at schedule C, where you find such names as "Donald A. Smith" as being one of the earliest people, along with "George Stephen",

[Mr. Marcoux.]

"Francis Stephen", "Thomas Reynolds", and all the rest of those entrepreneurs who got the Canadian Pacific going and who got one of the earliest parcels of land, 77 acres on May 30, 1883, from the provincial authorities.

This bill represents a tidying up process. One of the striking things is that you wonder why it took so long to tidy up, and you wonder what are the good consequences which are going to flow out of it. We are sure the minister will have all kinds of legal experts before the committee so that we can question them in detail. I suppose he should be warned that there will be representatives from Toronto, Port Arthur, and I presume Fort William, who will want to know more of the technical detail in relation to the harbour. I know the minister is likely to get up and say that the provision of this kind of information is not what he planned at all; but I think it is the sort of thing that we would like to review, particularly in light of what I said about the scope of the lakehead harbour commissioners compared with the scope of the commissioners in this bill. This house has been accused, even by some of the leading participants in it, of not getting much accomplished. I think this bill, from our party's point of view, has achieved all the recognition that perhaps it merits, so we can now hurry on to another of those scintillating items the minister has to offer on this particular day of our parliamentary sittings.

**Mr. Arnold Peters (Timiskaming):** Mr. Speaker, I should like to know why Moosonee is not included in this bill. I have been into the long background of how the Hudson's Bay Company and others settled in this area and used it as a port many years ago. This is one of the few ports in Ontario which will grow very rapidly when it does begin to grow, but it will only grow if the federal government continue to exercise some interest in the area. There is and has been some speculation as to when that will be, and I think it would be advantageous if it had been included so that there would be a setting out of how large the port authority would be and the area they would have under their jurisdiction. I wonder whether there are other areas that are going to be added or are intended to be added at a later date or whether this is a complete clean-up of the harbours that were in existence prior to confederation.

**Mr. L. E. Cardiff (Huron):** Mr. Speaker, I had not intended to speak on this bill. It came up for consideration without notice to me. However, I think I should have something to say on it because of the fact that we have on lake Huron one of the best harbours to be found anywhere in western