

Supply—Transport

Perhaps I might be permitted to say this. I think the minister should make representations to the international joint commission because it is they who were seized of this whole problem and they said, "We would like to get this problem back to us so that we can study it after the St. Lawrence seaway has been completed". Now the seaway is complete, and by virtue of that report which they made I think representation should be made to them with that end in view.

Mr. Hees: I shall be glad to speak to the Secretary of State for External Affairs because this matter concerns him very much, I know, and I will discuss with him the possibilities which the hon. member for Richelieu-Vercheres and the hon. member for Laurier have suggested.

Mr. Peters: Mr. Chairman, a great deal has been said today about various seaports from Newfoundland to the west coast, and I would like to mention one which I am very interested in, and that is Ontario's first seaport at Moosonee. A great deal has been said about this matter in elections, and what we hear is not necessarily what is coming to pass.

Mr. Hees: May I say to the hon. member that this is a matter which comes under the jurisdiction of the Department of Public Works, not the Department of Transport.

Mr. Peters: I do not think frankly it comes under anything.

The Deputy Chairman: Order. If the minister intimates that it does not come under his department then I am sure the hon. member realizes that he cannot discuss it under this item.

Mr. Peters: On the point of order, there is no port there at the present time. There is no question that the work will be done by the Department of Public Works in the federal field and also the provincial field, and although the minister may not want to assume responsibility for it, but it is a seaport like any other seaport. It is now a seaport and ocean vessels do call at Moosonee. There are docking facilities—

The Deputy Chairman: Order. As I have already said, the minister has indicated that it does not come under his department, and I feel that the Chair will have to go along with the minister who knows his department. Therefore I ask the hon. member not to discuss this matter under this item.

Mr. Peters: Could I ask the minister—

Some hon. Members: Order.

The Deputy Chairman: The Chair has made its ruling. Shall the item carry?

Mr. Howard: There is another point I want to make on this in a general way. It has to do with the question of coastguards, which is also an extremely important matter to the west coast. There are references to this subject matter in the January 8, 1960 edition of the *Fisherman*, which is the publication of the fishermen's union on the west coast. On page 5 reference is made to a committee of the women's auxiliary and of the union itself which met with the Minister of National Defence to discuss the Canadian coastguard service. They presented a brief to the minister which I understand will be communicated to his colleague, the Minister of Transport, and no doubt that has taken place.

The contents of the brief are set out here in general form. There is no indication whether this is the exact wording of the brief, but if it is not this is a shortened form of the points made in the brief and perhaps I can make reference to them. The first is:

Integration and co-ordination of all existing government vessels with a control centre which will be kept informed of their movements at all times.

I understand that something along this line has been done. Second:

Equipment on such vessels to include a sick bay with inhalator and first aid personnel, modern fire fighting equipment including asbestos suits, etc., skin diving gear, rocket guns for firing lines, and most important, trained personnel.

On each of the existing governmental vessels, one person shall be appointed for marine rescue work. He shall be responsible for the equipment and training and shall ensure regular contact with the control centre.

At least three coastguard cutters to be built or existing units to be converted for this purpose, each unit to have helicopter support.

Cutters to be strategically located on the coast and able to move into any area not serviced at the time by one of the emergency vessels, that is, fishery patrol, lighthouse tenders, etc.

Continuation of air-sea rescue under the direction of the central control centre mentioned in (1) above.

That was the integration and co-ordination of government vessels with a control centre. Then lastly:

Strict enforcement of minimum safety-at-sea regulations by all small private and commercial craft. This to include, in addition to lifesaving equipment, a working knowledge of the "rules of the road."

That is the rules of the road at sea. It appears the Minister of National Defence was visibly and openly impressed with the material contained in the brief and he asked some questions relating to the shortcomings of the existing air-sea rescue service. Many illustrations were given of cases in the past where help had been, as they put it, too little and too late. They point out another shortcoming of the air-sea rescue service is that because