

Transportation

have now brought us to this stage. Again, I suggest this is regrettable.

There are one or two other areas about which I wish to speak which deal primarily with facilities in the port of Halifax. The minister knows all too well the difficulties the port of Halifax experienced during the shipping season 1964-65 resulting from cramped facilities, overcrowding and the total inadequacy of the port to cope with the traffic which came to it. This came about accidentally; we had not anticipated the strikes and bad weather which diverted the traffic which came our way. Indeed, it is true that in the last shipping season matters straightened themselves out, and the appointment of a coordinator for the harbour board was most effective. I hope the accommodation provided by this bill in relation to the internal functioning of the National Harbours Board will permit the expansion of this type of assistance directly at the port level.

This year the port of Halifax does not appear to be overcrowded; but the experience of the 1964-65 season pointed up the need, as I suggested earlier, for total studies of the port from the point of view of having an effective land usage-waterfront usage formula involving not only Halifax but Dartmouth and the basin itself. We are aware, because of the obvious economic advantages, of the necessity for keeping contained within a close-knit group the customs buildings, the ship handlers, the ship brokers and those engaged in ship movement in and out of port. Now is the time that the minister and his department should be looking very seriously at an over-all program of development and utilization of the facilities that we have in Halifax.

The type of shipping season we have enjoyed in the past has been the traditional one. Our harbour has accommodated the 7,000, 8,000, 10,000, 15,000 and 16,000 deadweight-ton ships; the old, traditional variety which we see pictured on canvas lying tied up in the ports all over the world. But, Mr. Chairman, this day has gone. The traditional utilization of small, economic units of 8,000 to 10,000 tons employed for the trans-shipment of bulk cargoes and large general cargoes is quickly coming to an end.

When the minister was in Halifax earlier this month to speak on Atlantic ports day he soft-pedalled a policy which, while it was not the most palatable in the world, the people in Halifax and Saint John accepted. We are aware—and the minister's admonition to us was quite acceptable—that if we are going to

survive in Halifax we must find survival in the process of innovation, of the acceptance of new forms of cargo handling, containerization, bulk transportation and the integral train. All of these things—

The Chairman: Order. I must advise the hon. member that the time allotted to him has expired. Does the committee—

Mr. Pickersgill: Mr. Chairman, I suspect the hon. gentleman had only one more paragraph, and I think we should like to hear it.

Mr. Forrestall: May I conclude by saying that we are approaching the era of 100,000-ton, indeed of up to 300,000-ton, vessels. The economics of this type of ship cannot be denied. To my knowledge no harbour other than, perhaps, Portland, Maine, which concerns itself with deep water naval operations, that is developed or even partially developed and lies between the minister's good province and Florida has the accommodation and the natural advantage that we enjoy with regard to deep water in the port of Halifax.

• (5:20 p.m.)

If the bill before us, and the general policy embodied in it, does not embrace this concept in a functional way we shall lose the advantage this port may be able to gain over ports of the United States. The United States will build ports to accommodate the types of traffic I have mentioned. We know that considerable, or even massive investment will have to be made. Piers must be redesigned, back-up land acquired and land reclaimed in the interests of accommodating a large port. If we fail to do this some other port, very likely in another country, will carry out such a program and will reap the benefits of it. I trust that the minister will do all in his power to encourage plans or policies leading to the accommodation in the port of Halifax of the types of shipping I have mentioned. If the minister does this we shall let him plow out the sea lanes all the way to Montreal with complete regularity. Instead of going to some other place, when the minister leaves us I hope he might consider heading the commission in question. We should love having a maritimer on it.

Mr. Hamilton: Mr. Chairman, at the outset I want to say that I am pleased the minister is in his place. My remarks will be directed to him almost exclusively because I believe he is the last hope we have in the house of bringing in changes desperately needed in this bill. It falls to my lot to introduce my remarks with