

Canada Shipping Act

provisions in the bill we shall have to consider them with respect to the Great Lakes since jurisdiction over them falls under both Canadian and United States authorities.

There is just one other item I wish to allude to briefly, Mr. Speaker, and that is the recent tragedy concerning the sinking of the *Emerald Straits*, a steel-hulled tug, lost off Vancouver Island. The Minister of Transport (Mr. Jamieson) has promised a complete investigation into this particular tragedy, but according to investigations carried on over a considerable length of time we find that in a period of nine years 24 of these steel-hulled vessels have been sunk. Some of them have sunk in as little as 13 seconds, and the loss of life involved has been approximately triple the loss of life experienced in similar accidents involving wooden-hulled vessels.

• (8:40 p.m.)

As the minister indicated earlier an investigation is being carried out by a board of review. The *Emerald Straits* is to be raised. However, I should like to leave the suggestion that perhaps in the further amendments to the Canada Shipping Act some regulations could be introduced in respect of improved construction of steel-hulled vessels so that tragedies of this type might be avoided. I would hope that if such amendments are not made that certainly the minister would articulate regulations covering this aspect because he has the power to do so.

That is all I have to say about this particular bill this evening. I hope I have indicated there is concern by members of this party about some of the matters covered by the act. I hope we will have an opportunity to go into these things in greater detail when the bill is finally before the Transport Committee for consideration.

Mr. W. B. Nesbitt (Oxford): Mr. Speaker, I have had an opportunity to look at this bill. The terms are pretty good. It is a bill of what one might call the housekeeping variety. So far as I and the group I represent in this house are concerned we are pretty much in accord with the bill. There are, however, some minor details with which we should like to deal when the bill reaches the committee. We shall do so at that time. There would appear to be some errors of omission in respect of this bill because there are some things which I think the minister could have presented as amendments to the Canada Shipping Act.

[Mr. Rose.]

For a long time now there has been a considerable amount of difficulty on that section of the Great Lakes under Canadian jurisdiction as well as on other waters which come under the jurisdiction of the Canada Shipping Act. During the last few years in the summer months there has been a great increase in the number of pleasure boats, be they small cruisers, sail boats or others.

In all the minor waters of Canada, as they are referred to in the act, the number of boats has increased greatly. On Lake Erie alone, at a place called Port Rowan, there are as many as 5,000 boats in the area. During the summer months when a great many people are out in these boats there are a number of accidents and a consequent loss of life. This is of considerable concern, as is the loss of life on the highways. Generally speaking the highway problem comes under provincial jurisdiction but under the Canada Shipping Act the Department of Transport has taken unto itself control over the minor waters of Canada. This has a direct relationship to the matters we are discussing here.

For the number of years I have been in this house I have continually mentioned this matter. I have requested that the department take a greater degree of responsibility for safety on the Great Lakes and on the inland waters of Canada during the summer months. I am rather gratified to say that over the years a number of amendments have been made to the Canada Shipping Act with regard to certain safety regulations and other related things. I have a suggestion I should like to make and I hope that when this bill goes to the committee consideration may be given to it.

During the summer months, particularly in the province of Ontario but I suspect to a lesser but very considerable degree in the provinces of Quebec, Manitoba, Alberta and British Columbia, the question of pleasure boats and the use thereof is of major concern. Over the years the Department of Transport and the respective ministers have made recommendations for changes to the act which certainly have provided a number of important safety features. These have involved such things as the use of life jackets and the provision of booklets on how boats should be operated on these inland waters in order to prevent accidents.

All these changes have been very helpful but one major problem still remains. In summer resort areas, which very often are areas not heavily populated on a year around basis