

Supply—Transport

shipping, but their primary purpose is to save lives. The life of a person in one part of Canada is just as important as it is in any other part of Canada. Therefore I do ask the minister to look at the charts, and I will provide him with a list from my own riding of locations in which we think more lighthouses and light and whistle buoys are required.

Before I sit down I should like to ask the minister to consider a change in policy with respect to the administration of public harbours. We have in Newfoundland a number of harbours which are used by sufficient shipping to require some kind of orderly control and administration. However, they are not big enough to be classed as national harbours, and the practice has been to declare them public harbours under the Canada Shipping Act and to appoint harbourmasters to administer them. I do not think this is the best way of administering these harbours, and I ask the minister to consider extending the power and authority of the pilotage commissions to enable them to administer harbours of this kind.

We have pilotage commissions in many harbours, and there is no good reason why they should not be given powers under the shipping act to administer such harbours as I have described. In my opinion it is much better for the administration of harbours to be under a local body which can deal with matters as they arise than for them to be under the control of a single person who must be guided by the regulations which are handed to him. If further decisions are required he has to get in touch with St. John's, and St. John's in turn may have to get in touch with Ottawa, a process which sometimes causes a delay of up to four or five days during long week ends in summer. Thus there is a need for more local autonomy in the administration of these harbours, and I think that could well be provided by using the pilotage commission in the manner I have suggested.

When the minister replies I should like him to make clear to the committee what the position is now with respect to the provincial acts governing pilotage in Newfoundland. At the time of confederation we had two acts, a special one for the harbour of St. John's and another for harbours outside St. John's. Then we became part of Canada and subject to still further legislation under the provisions of the Canada Shipping Act. I should like to know whether the original Newfoundland pilotage acts have been incorporated in the Canada Shipping Act, or whether they have now lapsed.

I should also like to ask the minister to provide any information he can about the

progress which is being made with respect to establishing a free port or a transshipment port at Mortier bay. From time to time we see press releases about the progress being made, and indications that certain firms in Europe are interested in this project. We see indications that a group on the mainland is interested in developing the port of Churchill, and that this development is linked with developments of Mortier bay. I think it would be a good thing if the committee knew just what has transpired during the past year in this respect.

Mr. MacEwan: I have a few observations to make on these estimates of the Department of Transport, which are most important throughout the country and especially important to the constituency which I represent. I should like to thank the minister and the officials of his department for the co-operation which has been shown to me since the hon. gentleman took office, a co-operation which I know will continue. The minister is well acquainted with my area, having served in the Pictou area during the war with the Royal Canadian Navy.

First of all I wish to congratulate him and the government on the shipbuilding policy which was announced a few days ago. This is most important to Pictou and to its largest industry, which happens to be Ferguson Industries Limited, a shipyard. I understand a telegram has been sent by that firm to the minister in connection with this new development. I believe the firm was holding its annual meeting this week, intending to discuss aspects of the new program, and I also believe that officials of the company have been in touch with other firms on this matter. The new policy should be of great help in providing employment in this shipyard. Vessels are refitted from time to time for the Department of Transport, vessels belonging to the department, and I hope the minister will keep us in mind in the Pictou area when such work is being done.

There is another matter which was brought up the other day by the hon. member for Queens, Prince Edward Island. It concerns the ferry route which runs between Cariboo, Nova Scotia and Wood Island, P.E.I. The Minister of Fisheries, who is here with us, is also most interested in this route, which is operated by Northumberland Ferries Limited, a private company. The company operates two vessels, the *Lord Selkirk* and the *Charles A. Dunning*. The latter has seen long service and needs to be replaced. I have been in close touch with the maritime commission in connection with this matter, and also with the operators of the service. I know that the Minister of Fisheries, the hon.