

Transportation

anything about navigation knows it. Such ships are called icebreakers, but they are not really icebreakers. In fact, they are ships which northern countries build to sail icy seas. They are equipped with armour-plated hulls to be able to ply through the ice. That is why there is less navigation in winter.

But that was not exactly the point I wanted to raise. To be courteous toward the minister, and also to get used to speaking the English language, I will try to put my point across in English.

● (4:00 p.m.)

[*English*]

There is a real problem, Mr. Chairman—

[*Translation*]

Mr. Pickersgill: I understand French just as well as English.

[*English*]

Mr. Mongrain: I know that the minister very often extends to us the courtesy of speaking French, and I am trying to reciprocate as best I can.

There is a real problem about this winter navigation, and there is a lot of misunderstanding between those in the maritimes and cities along the St. Lawrence. I have been down to the maritimes and held discussions with all kinds of bodies. Some years ago I even conducted a forum over the television in Halifax and St. John's.

I suggest to the minister that either his department or the new transport commission convene at the earliest possible moment a meeting of responsible people from Halifax, St. John's or the other maritime ports who are interested in the subject, as well as responsible persons from the cities along the St. Lawrence such as Quebec, Trois-Rivières, Montreal and perhaps other places, to discuss this problem.

Personally, Mr. Chairman, I do not think there is any conflict between the interested parties in both regions of Canada. If there is, then we can easily find solutions which will neither hurt the economy of the maritimes nor prevent development of navigation on the St. Lawrence, which in my opinion is a necessary development under present conditions. I do not think it is advisable that we should prevent, for any reason, the normal development of the economy of our country. I do not believe the development of winter navigation along the St. Lawrence would in any

way hurt the maritimes if all interested parties would get together and discuss the problem with the responsible officers of the Department of Transport. As I say, if there are any problems I still insist they are minor and that solutions will be easily found to them.

[*Translation*]

Mr. Chairman, I hope that once this commission is created it will deal as soon as possible with this problem, that may not be as acute as some may want us to believe, but that nevertheless deserves attention, since developments are still possible in that field.

I think the Canadian Transport Commission should also deal with air transport. In this connection, I would like to suggest that this commission, or those sub-commissions, should establish an overall policy as regards air fields. The present procedure is not very satisfactory. In view of the extensive development in air transport, I believe there are things the government should do in order to encourage not only the development of commercial airports, but also the building of certain runways, that could be called emergency runways, in secondary cities; this would be useful for increasing private air transport. More and more people or businessmen are travelling by air and it seems urgent to bring about a proliferation, so to speak, of those secondary runways that need not be built like those of Montreal, Sherbrooke, Trois-Rivières and Quebec airports. In certain cases, they would not have to be paved. But there should be some in cities of secondary importance. I do not wish to mention any names, so as not to hurt those of my colleagues representing such cities. But I believe this should be one of the responsibilities to be assigned to this new transport commission.

In any event, Mr. Chairman, I conclude by saying that the bill we are going to deal with is rather bulky and it will certainly bring about amendments, which is normal; but on the whole, it answers a need for standardization and even modernization and unification of services. It is therefore in this spirit that I intend to support it, even though I will have occasion to make a few other suggestions on minor points.

[*English*]

Mr. Sherman: Mr. Chairman, I should like to go on record at this point in the debate as saying that there are many philosophical aspects of this proposed transportation legislation with which I agree. I agree with the