

Transportation

that it favoured only a few of the larger shipyards in Canada and did nothing really worth while to promote a healthy shipbuilding industry and consequently a healthy shipping industry.

It is a Liberal government that has so far steadfastly refused in respect of shipping to deal with such matters as manning scales, and safety measures with regard to sailors and ships sailing in our waters. That matter is still up in the air. Admittedly it is not within the scope of the bill, but it is a subject with which the government should be concerned. Those are just a few examples of the attitude that the Liberal party has historically had to shipping, an attitude that makes the whole bill less appealing to me than it otherwise might have been.

May I speak about the coast of British Columbia. I do so because I am familiar with it, and I leave the analogies with respect to the east coast to hon. members who are more familiar with that area than I am. I have discussed extensively over a long period of time with my colleague, the hon. member for Comox-Alberni (Mr. Barnett), what I am about to raise. The communities on the coast of British Columbia are at the mercy of the shipping interests and suffer from the whims of the shipping interests and shipping companies. I should like to quote a case in point.

We have in the north coastal area, within my constituency, the Queen Charlotte Islands which are separated from the mainland by a body of water varying in width from 40 to 50 miles at one point to somewhat greater distances toward the southern tip of the islands. Shipping is the only way in which heavy materials and commodities can be transported to the Queen Charlotte Islands. The only other mode of transportation is by Canadian Pacific Airlines which carries only passengers and relatively light freight and express items.

Northland Navigation, a shipping company, at one time serviced the Queen Charlotte Islands. The company received, as does the present company, a subvention from the Canadian Maritime Commission of \$3,000 to \$4,000 a year. Northland Navigation Company, regardless of the fact that it was receiving from the public treasury a subsidy to provide passenger service to certain communities, admittedly not only the Queen Charlotte Islands, decided that it was no longer worth while or no longer of interest to it to service the Queen Charlotte Islands on the direct run from Prince Rupert. It discontinued the service and left the people living

on the northern part of the islands, who relied to a great extent upon Northland's schedule to travel between Prince Rupert and the Queen Charlotte Islands, completely up in the air with no shipping transportation. This condition prevailed for some period of time until the former owners of Northland sold their interest to somebody else.

That example is one of a number of similar ones on the west coast which show that communities have had their interests completely disregarded because of the whims of shipping companies. Even in the midst of the Christmas season, when people expect Christmas gifts to be transported, when people expect to use the shipping on the coast to go home or to visit friends or relatives in other parts of the province, communities have found that the shipping company involved has suddenly decided it was not in its interest to make a particular run at Christmas time. The result has been that hundreds of people have been left stranded, unable to go where they wanted, and Christmas parcels have been left on the dockside or in the warehouse simply because the shipping company felt it was not in its interest to make a trip at that particular time. As we see it, the only way in which there can be any sort of reasonable or rationalized, if that is the word, transportation system on the coast of British Columbia is if there is an integrated structure involving aircraft, ships, highway transport and the three railroad facilities.

I have taken up this matter on a number of occasions with both the Conservative government and Liberal governments but to no avail. It appears that regardless of how knowledgeable the Minister of Transport and his officials may be about the needs of the people living along the coast of British Columbia, those needs have been completely pushed to one side in the preparation of this bill. Certainly they were completely forgotten in the introductory remarks of the minister.

• (5:40 p.m.)

It is interesting to compare our treatment of Canadian shipping with the way in which United States shipping is treated by the authorities of that country. I understand that in the United States there is a law which provides that commodities cannot be transported from one port to another in the United States except by United States ships. There was an incident at Prince Rupert when a transport truck carrying cement, I believe, from somewhere in the United States boarded the