

*Supply—Transport*

to the wharfage. We have confused switching charges and arbitrary arrangements not directed toward the improvement and service of the port of Vancouver but frequently entered into by the various railways, which are competing for input of freight at points as far removed as Edmonton, Prince George and elsewhere in the hinterland.

The former minister of transport caused to be brought into being an interdepartmental study group. This body was announced a little more than a year ago. It consisted of members of the civil service from the Department of Public Works, Indian affairs, the Department of Transport and personnel from the national harbours board. It is my understanding that this body has now reported. I hope that in his remarks the minister will bring to this committee some news or some word of the findings and recommendations of this body.

I hope the minister will recognize the need for establishing at an early time a much broader study, which should develop a broader authority with powers extending back of the harbour line so that proper planning in conjunction with the communities surrounding this national facility can be undertaken, as they are now undertaken in other ports of Canada. I point to the planning and land assembly programs which have been undertaken in the ports of Saint John and Montreal, to name but two.

I urge that at the same time the minister recognize the immediate necessity for bringing into being a technical body prepared to go ahead and act, taking over the interests of the railways if necessary, to provide this port facility with the services it so urgently needs. This port is a national trust. It is one of the greatest facilities this nation has been given. It services the Pacific and the great Orient trading basins, representing potentially 65 per cent of the world's population.

The problems surrounding this harbour are today apparent, and it is with some shame that I report to the committee—the committee was warned about this last year—that the Pacific and Orient line have put into service large new passenger ships. The facilities are not there to berth these vessels. Indeed, those who travel by this route and enter Canada's western gateway inform us that for facilities our port qualifies as the worst they have seen, barring only one port in India. In previous years I have reviewed the vast tonnages and the great movement of vessels into and out of this port. This is an all-year harbour not bothered by ice and not curtailed in any way other than by a lack of planning and foresight created by man.

To those who come from the prairies this national trust means as much as it does to

anyone living on the west coast itself. I urge the minister to take a keen and vital interest in following up the good work started by the former minister of transport and so ably handled by Mr. Rankin, so that we may not be guilty of impairing seaborne traffic so essential to Canada's economy.

There are two other subjects which I should like to discuss. We heard the other day, and at some length, the hon. member for Laurier discuss T.C.A. He did so pretty much as the ancient mother sheltering her brood. The hon. member brought into focus none of the facets which are today so important and which are certainly apparent to me from western Canada. I refer to the welfare not only of one but of all the great air carriers of this nation which are prepared to operate on the basis of private enterprise, which are prepared to give a service equal to that of any air carrier in the world, and which are prepared to pay the same taxes as are paid by any other industry in this country.

These air carriers are today facing problems. Some of these problems may be of their own making, but a great many are the making of the previous administration. The opposition today like to point to bilateral air agreements and find fault with this administration, when most of them were initiated by themselves.

To give the committee illustrations I would refer to the great west coast of the United States, that country's second most populous area. Did Canada make a magnificent deal? We secured landing rights in the most northerly and least populous city of Seattle only. At no other point on the Pacific west coast of the United States can Canadian air carriers land, nor do we have any privileges other than those granted by virtue of need and necessity for emergency.

We have an air carrier—I think it is fair and proper to name it—Canadian Pacific Air Lines, which I understand has asked for the privilege of sharing in the increase in growth of Canada's internal air traffic. I think this is a fair and just request. We have here a government agency T.C.A. spending millions of dollars on recapitalization for re-equipment and plant, always prepared to throw an extra plane into service on any line so they can show a most unfavourable revenue and passenger mile picture, and using this as a tool to deny private enterprise the right to do a job.

We can find enough money to throw millions of dollars into T.C.A. but we deny private enterprise the right to give a service it is prepared to give and for which it is prepared to pay taxes while so doing. We can find money for this sort of thing, we can find millions of dollars for a new equipment program.