

Supply—Transport

regulations to control all traffic. The air transport board comes under him, not under the Minister of Trade and Commerce. The air transport board was set up primarily to advise the minister, and one would think to advise him particularly with regard to Trans-Canada Air Lines. However, the position is that the Minister of Transport has the air transport board under him and yet away over in another department across the street, under the Minister of Trade and Commerce, is Trans-Canada Air Lines. It is just about time this foolishness was stopped.

Next week the special committee dealing with Canadian National Railways and Trans-Canada Air Lines will be meeting. The Minister of Transport will be sitting there when Canadian National Railways affairs are under discussion. Then, when the affairs of Trans-Canada Air Lines come up, although Canadian National holds all the shares in Trans-Canada Air Lines, out goes the Minister of Transport and in comes the Minister of Trade and Commerce.

Mr. Marler: Or vice versa.

Mr. Green: The Minister of Transport may stay there, but in any event he will not have very much to say. All the talking that really counts will be done by the Minister of Trade and Commerce.

Then, we come to pipelines. How the Minister of Trade and Commerce got into pipelines, I do not know. He was here all day yesterday fighting a pipelines battle, and the legislation stands in his name. Last year when he was being questioned about pipelines he was not so anxious to have the jurisdiction. I questioned him on July 14, and I am quoting from page 6160 of *Hansard*. I said:

This evening I should like to place three or four questions before the minister with regard to the construction of a natural gas pipe line from Alberta to Ontario and Quebec. In order to give the background for my questions I shall have to review shortly some of the events that have taken place. As the minister knows, in 1953 he announced government policy with regard to the piping of natural gas.

Mr. Howe (Port Arthur): There is nothing in the estimates of the Department of Trade and Commerce having to do with the piping of natural gas, and I do not propose to answer any questions.

Mr. Green: Well, now, Mr. Chairman, the minister has already answered questions this afternoon having to do with natural gas.

Mr. Howe (Port Arthur): That was this afternoon.

Mr. Green: This comes under the minister's department—

Mr. Howe (Port Arthur): It does not.

That statement he made should have been the fact but actually it is not. The Pipe Lines Act was introduced and put through this house by the Hon. Mr. Chevrier in his capacity as Minister of Transport. The board of transport commissioners, which has a wide

[Mr. Green.]

jurisdiction with regard to pipelines, is also under the jurisdiction of the Minister of Transport and yet we find here again that the Minister of Transport is simply shoved off into a corner and the Minister of Trade and Commerce is taking over this power. It is another case of his seizing power to which it was never intended that he should be entitled. It is about time the Minister of Transport rose up on his hind legs and did a little howling about the way he is being cut down.

Finally, on that point, I suggest that the Minister of Transport should also look into the question as to whether or not he should be the man in charge of the crown company known as Northern Transportation Limited. He told us this morning about the amount of money he is going to spend to improve transportation on the Mackenzie river and yet the boss on the Mackenzie river is the same Minister of Trade and Commerce because he has charge of Eldorado Mining and Refining Limited and it has charge of Northern Transportation Limited and the control of transportation in that great area is under this crown corporation and apparently it is not giving very much satisfaction to the residents of that particular district.

Another question to which I would like to have an answer from the Minister of Transport has to do with the control of government ships. A private person who owns a ship has to have it registered and subject to inspections as set out in the statutes, but I understand that government-owned ships are not under the same extensive control. I may be wrong in this and I hope I am, but just a few weeks ago one of the ships of the Department of Public Works, the *Hilunga*, foundered on the west coast. It turned out that that ship was designed for service in waters within 15 miles of the coast. At the time she actually foundered she was in the waters for which she was built, but she had been en route from Vancouver island to the Queen Charlotte islands and she was not built for that purpose. She should never have been sent on that trip. Somebody was responsible for that ship being taken into waters for which she was not built. I would like to know whether she was registered in the way other ships are registered and whether she had been subject to the regular steamship inspection to which other ships are subject, and whether the laws of the land had been complied with in respect of that vessel.

At the same time, let the minister tell us whether all government ships of other departments are treated as though they were ships owned by a private individual in so far as registration, inspection and rules for operation are concerned. It might be wise to find