

Supply—Transport

and they are all of light construction. Therefore an airport with suitable facilities is badly needed in the area and the St. Catharines regional airport would appear to be the most suitable one for development. With the large amount of industry in the peninsula requiring airport facilities, and with the possibilities of shipping by air fresh fruit and vegetables grown in abundance in the area the need for a regional airport is most urgent and its success and use would seem to be assured.

This is a matter that has been before the Department of Transport for some time. While they have been generous to us—as I say, they have given us certain facilities—nevertheless I contend that the Niagara peninsula, which has a large area and a large amount of industry of one kind or another, certainly has the need for a regional airport with runways from 4,000 feet to 5,000 feet in length. The Department of Transport pilots have problems when they go in there with their planes. As a matter of fact the minister of immigration caused a little bit of excitement when she visited there some time ago and her plane went through the light runway.

I should like again to register my opposition, on behalf of the people of my riding, to the principle of tolls on the Welland ship canal. These tolls, together with tolls on the St. Lawrence river seaway canals, make lake Ontario a toll-locked lake and different from the other great lakes in Canada. Industries located on lake Ontario are thereby penalized. We agree that the full cost of operation and maintenance of the Welland ship canal should be recovered by way of service charges such as linesmen's fees, wharfage, lockage fees, etc., but we are opposed to the principle of tolls to recover capital costs. The Welland ship canal was completed some time in the 30's and is all paid for with the exception of some deepening that was done lately; and while the toll charges at the present time are not too heavy, nevertheless in the future, if the twinning of the single locks were done, the toll charges if increased could then become a great disadvantage to industry in the area.

I urge that consideration be given to an early start on the twinning of the remaining single locks on the Welland ship canal. The need for this action is becoming most acute. You will recall, Mr. Chairman, that in the past two years there have been many traffic jams on the canal which have held up the flow of traffic very badly. The need for twinning is becoming more urgent every day. We often hear rumours about an all-American canal being built from lake Ontario to lake Erie. I think its construction could perhaps be stalled or held off for some time

if the remaining single locks on the Welland canal were twinned. There certainly is not at the present time sufficient business for two canals connecting lake Ontario and lake Erie. However, there is certainly room for improvement on the Welland canal, and this improvement might very well be accomplished by the twinning of the remaining single locks.

In making those recommendations to the Minister of Transport, I must also congratulate him on his appointment. We of the Niagara peninsula are looking forward to having him come to our area some time in the near future to have a good look at this Welland ship canal, the scenic beauties of the Niagara peninsula and the many historic and interesting places in the area.

Mr. Carter: I should like to extend my congratulations to the minister on his new appointment and to wish him well in his new field of endeavour. I should also like to express to the officers of his department my appreciation for the consideration they always give to the problems I bring to them both here in Ottawa and in the regional office at St. John's. In particular I wish to express my thanks for the services of the icebreakers to our lobster fishermen this spring. Those icebreakers cleared away the ice and enabled the fishermen to start the fishery at the beginning of the season.

In connection with the icebreaking service I wish to bring to the attention of the minister one or two complaints I have received from Port aux Basques and North Sydney. The minister very well knows that unusual ice conditions prevailed this year. Sydney harbour and Port aux Basques harbour were blocked with ice for a long period of time and ferry communication between the mainland and Newfoundland was interrupted for a period of eight or nine days while the ferry was stuck in the ice and was unable to get into Sydney harbour. At the same time the icebreakers were employed in keeping other harbours open. Perhaps because of the unusual severity of ice conditions not very much could have been done this winter.

However, I have been asked to remind the minister that this ferry service between North Sydney, Nova Scotia and Port aux Basques, Newfoundland is part of the terms of union between Newfoundland and Canada. We feel that, other things being equal, it should receive priority so the service can be maintained whenever conditions will permit. We feel it should be on the priority list for the service of icebreakers when they can be used in this way, instead of perhaps being employed to keep other harbours open where the priority is not of the same order.