

Supply—Transport

able to resolve the problem of ownership. Therefore, Mr. Chairman, I raised the matter with the legal department of the Harbour Commissioners and asked, "Is anything being done now?" I was told, "Yes, six months ago". Sixty five years and six months after the dispute started they appointed a joint committee of the Vancouver Harbour Commission and the C.P.R. to decide who owns this valuable waterfront property. I wonder how many months or years we shall have to wait for a report of that committee and how long after that we shall have to wait for action.

I hope, and I think we all anticipate, that the Minister of Transport will give us some answers on this disputed ownership, about the committee, what it is doing and when it will report. I also hope he will tell us a few other things. The finest pier we had in Vancouver was pier D of the C.P.R. It burned down—I was going to say, to the ground—to the water's edge in 1938. It was totally destroyed and has never been rebuilt. Why? Is there involved, again, the question of ownership? Does the C.P.R. actually own this most valuable piece of property at the foot of Granville street? If they do, why has there been no construction there since 1938?

If the C.P.R. are not prepared to build there, surely we have the right to say: Let the federal government do what it has done so often before, namely expropriate the property of the C.P.R. and build a new pier in this location. This is a disgrace to this parliament and successive governments of Canada. As the hon. member for Vancouver Quadra pointed out yesterday, a P. & O. liner from Australia had to go down to Seattle because there was not room for it to berth in Vancouver. The C.P.R., out of the bigness of their heart, have now said, "Although we lose money because it is far more profitable to have freighters in, we will allow you exactly 12 months to dock here. After that go somewhere else".

An hon. Member: You cannot even get a hockey team.

Mr. Winch: No; we cannot get piers and we cannot even get a hockey franchise. We have a hockey team, but we cannot get a franchise.

Some hon. Members: Oh, oh.

Mr. Winch: This is no laughing matter, Mr. Chairman. The lack of shipping facilities has an effect on employment. It has the same effect as the removal of the shipbuilding

subsidy in connection with the major firm building ships in Vancouver. I did not mention this matter before and I wish to mention it now. Mr. Minister of Transport, do you know that since January 27, when you came out with this presecution of the ferry system of British Columbia, the personnel managers of the shipyards of Seattle have been in Vancouver interviewing the skilled shipyard personnel. One personnel manager alone stated that he interviewed 165 of our key shipyard personnel in Vancouver and Victoria and offered them security of employment if they would work in the shipyards of Seattle.

So here we have a government policy of neglect on the Pacific coast, both with regard to shipyards and harbour development, which is having a most serious effect on a city which is our export avenue for the Pacific ocean. This detrimental effect has been occasioned by the apathy that has existed toward this problem since 1900. The minister cannot say it is a new problem to him; it should not be because he has been a member of the cabinet for a long time and this is not his first parliament as Minister of Transport.

As I said before, Mr. Chairman, we are not asking for anything more than any other province. We are asking only for decency, equality, respect and understanding. The hon. member for Vancouver Quadra asked the Minister of Transport to go to Vancouver and see for himself the situation that exists there. The minister has been in Vancouver many times before. I imagine that what the hon. member for Vancouver Quadra wanted to say was, "This time go with your eyes open and your ears clean".

Some hon. Members: Hear, hear.

Mr. Winch: "Then you will both see and hear and, we hope, understand and come back and take action rather than giving us fine, flowery speeches." I say to the minister, give us the policies and the money in order that we may develop the wonderful city of Vancouver in the way it should be developed; so we may progress in British Columbia according to our potential.

This is not a threat, Mr. Chairman, because I never make threats, but we have remained, shall I say patient, as long as we intend to; and unless action, and speedy, constructive action, is forthcoming then politically the Minister of Transport and his government will follow the road of the minister's late, unlamented schooner right down to the bottom of the sea.