

Lakehead Harbour Commissioners

especially in the light of world demand and supply and other market conditions. From time to time our 25 terminal elevators, and I am including all the elevators at the lakehead within the cities of Port Arthur and Fort William with their combined capacity of 93 million bushels, are not cleared promptly enough to prevent congestion.

The ore shipments from the Steep Rock iron mines are expected to reach 10 million tons by 1960 and be worth considerably more than \$100 million or nearly four times the value of the 1956 production. The Steep Rock area is, in fact, a range rather than a mine and further exploration is expected to reveal an additional hundreds of millions of tons of rich ore to supply this continent for generations to come.

Then, there is the package goods trade of which fully 90 per cent is consigned to Winnipeg and the west, hence the interest of Manitoba, Saskatchewan and Alberta in the establishment of harbour facilities at the lakehead. The present freight sheds owned by the Canadian National Railways, the Canadian Pacific railway and the Canada Steamship Lines, as pointed out by the minister, are old and were not built to handle boat and highway truck traffic for which there was no need when these facilities were built.

Our geographical location, our grain and grain products, iron ore, pulp and paper, wood products, coal, oil and general cargo traffic, as well as our fast growing industries, are all reasons for the need of speedy development of our harbour. This bill is designed to set up a harbour commission for the purpose of operating facilities which will be constructed by the Department of Public Works, and which will serve the lakehead and western Canada for many years to come. There is a point or two that I should like to bring to the attention of the minister. Section 6 of the bill reads:

Each commissioner appointed by the governor in council shall hold office during pleasure for such term not exceeding three years as is fixed by the governor in council, and at the expiration of his term of office may be reappointed.

There is no provision for the appointment of a new member in the case of death or resignation or for the reappointment of a commissioner at the expiration of the term of office. I feel that reappointment should be subject to the approval of the city council of the city concerned.

Then, section 10 reads:

Subject to this act, the corporation has jurisdiction within the limits of the harbour, but nothing in this act—

[Mr. Badanai.]

Mr. Speaker: Order; I would remind the hon. member that we are debating second reading and it is the principle of the bill that is the subject of discussion. It would be appropriate to discuss the clauses of the bill in committee.

Mr. Badanai: I thank you, Mr. Speaker. I was just going to go over some of the paragraphs, but I shall have the privilege of speaking when the bill comes before the committee.

In any event, I should like to say this. It seems to me that the cities of Fort William and Port Arthur, who will contribute the land sites free of charge to the commission, should be placed in a position to share in any revenues that may be available at the end of each fiscal year. The bill does not make any such provision, and I think I am in order in saying that.

May I conclude by saying that if the government, as I believe it will, will give the lakehead harbour facilities befitting the potentialities of the district of Thunder bay, I want to assure them that the Liberals of the lakehead will thank the government; the Conservatives will thank the government and the C.C.F.'ers will thank the government and too, will thank the minister.

Mr. D. M. Fisher (Port Arthur): I believe, Mr. Speaker, in giving credit where credit is due and there is much credit due the government in this regard. If I might review history for a few minutes, I think you will see the point. We had an election on June 10, and as one involved in the campaign I often had the question thrown up to me: You know, if you are elected you are going to be in the opposition, so what could you possibly do for Port Arthur? What would the government possibly do for Port Arthur with you as a member, especially when we have such a distinguished cabinet minister as Mr. Howe? Well, Mr. Howe went, and I think it is worthwhile pointing out that Mr. Howe was not an advocate of this particular piece of legislation introduced by the government. His attitude, linked with that of Senator Paterson who is head of the Paterson Steamship Lines, was that the seaway development was going to be a long, slow process, and that at that time the lakehead did have facilities in charge of the railways which seemed adequate. There was no rush.

I recall during the election campaign that the *Free Press*, just before it switched to Howe after being against him for a while, had a cartoon in which Mr. Howe was depicted as sitting under a great big umbrella, and the umbrella was labelled "safe seat". Off in the distance somebody was fooling around with some harbour developments, but