

Adjournment Motion

objectives, but for all intents and purposes it has been dropped. It no longer exists. And yet that is the only statutory authority that is maintaining ports of significance in Canada.

I find it very difficult to understand why the minister did not take steps earlier to correct these anomalies in spite of repeated urgings from this side of the House to do so. We have half in place at the Ports Council and half in place at the National Harbours Board. I suggest that the employees of the National Harbours Board have been in anything other than a high state of morale over the last two or three years. And yet the minister has seen fit to do little or virtually nothing about it. In my opinion, that is a damn shame.

I turn now to the pilotage authorities in this country. Five or six years ago when the royal commission on pilotage presented its report, one of its principal thoughts and recommendations was that the matter should be reviewed in five years. But that has not taken place. Traditional trading patterns with masters of ships sailing in waters in which they are familiar continue to require pilots. This is a further encumbrance to ship movement that reflects lack of concern, and I suppose in some sense reflects also the lack of awareness the minister has with respect to the difficulties facing the shipping industry in Canada. Tolls on the St. Lawrence seaway is another area needing attention. It can be clearly seen from the last annual report of the seaway authority, incidentally about a year late in its presentation, that it is now breaking even.

● (1700)

The Acting Speaker (Mr. Ethier): Order, please. I regret to interrupt the hon. member but his allotted time has expired.

PROCEEDINGS ON ADJOURNMENT MOTION

[English]

SUBJECT MATTER OF QUESTIONS TO BE DEBATED

The Acting Speaker (Mr. Ethier): It is my duty, pursuant to Standing Order 40, to inform the House that the questions to be raised tonight at the time of adjournment are as follows: the hon. member for Calgary North (Mr. Woolliams)—Post Office—Door to door mail delivery in urban areas; the hon. member for Ottawa West (Mr. Francis)—Finance—Ottawa—Grants in lieu of taxes; the hon. member for Surrey-White Rock (Mr. Friesen)—Industry—Rebuilding of airports in Trinidad—Government involvement.

[Mr. Forrestall.]

GOVERNMENT ORDERS

[English]

BUSINESS OF SUPPLY

ALLOTTED DAY S.O. 58—FAILURE OF MINISTER OF TRANSPORT TO DEAL ADEQUATELY WITH TRANSPORTATION MATTERS

The House resumed consideration of the motion of Mr. Mazankowski:

That this House condemns the failure of the Minister of Transport to deal adequately with transportation matters in this country and, specifically, his failure:

- (1) to provide an adequate marine transportation policy;
- (2) to maintain acceptable standards of air safety;
- (3) to deal adequately with grain movement, resulting in losses of hundreds of millions of dollars to producers and to the Canadian economy;
- (4) to consider hardships imposed upon communities and producers arising from the implementation of the Prairie Rail Action Committee report;
- (5) to provide consistent leadership in urban transportation; and
- (6) to preside effectively and objectively over the granting of tenders and the administration of car rental concessions at Canada's international airports.

And the amendment thereto of Mr. Benjamin:

That the motion be amended by adding at the end thereof the following words:

- (7) to implement the Hall royal commission report recommendations with regard to statutory rates;
- (8) to ensure that transportation be used as an instrument of national policy rather than an instrument to make profits.

Mr. Nystrom: Mr. Speaker, I rise on a point of order. I believe if you ask you will find there is all party agreement to limit the speeches from here on in to 15 minutes.

The Acting Speaker (Mr. Ethier): Hon. members have heard the representation of the hon. member for Yorkton-Melville (Mr. Nystrom). Is it agreed?

Some hon. Members: Agreed.

The Acting Speaker (Mr. Ethier): It is so ordered.

Mr. Hugh A. Anderson (Parliamentary Secretary to Minister of Indian Affairs and Northern Development): Mr. Speaker, I am very pleased to participate in this debate today because of the importance of transportation to the west coast and my long standing interest in transportation, particularly with regard to water-borne cargo.

In his remarks the Minister of Transport (Mr. Lang) alluded to the National Transportation Act. That act, which was passed by this House and enacted in 1967, called for a transportation system which was economic, adequate and efficient, in which the natural advantages of technology and the competitive forces of the market were left free to determine the rates, conditions of service and other aspects of the relationship between the suppliers and users of transportation services.

When the transportation policy was reviewed in 1975, many of the concepts and principles of the 1967 act were retained. These included intermodality, competition and regulation,