

Supply—Transport

to the Chair, I think the procedure is as follows. We cannot call the Speaker back on a question like this unless there is an appeal from a decision of the Chair, which appeal is to the house. The second thing I would say is this. There is a procedure that is available. Any hon. member may move that a certain member be now heard, and it will be up to the committee to decide whether or not the member be heard. I do not think the hon. member for Coast-Capilano was discussing the bias of the Chair or anything like that. The problem of the chairman is that he cannot recognize all hon. members at the same time.

Mr. Drysdale: Mr. Chairman, I move that the hon. member for Coast-Capilano be now heard.

Mr. Horner (Acadia): I second that motion.

Mr. Payne: Mr. Chairman—

The Chairman: Before the hon. member speaks, I will put the motion. I think the motion should be in writing. However, I suppose it can be taken as made.

Motion agreed to: Yeas, 61; nays, 0.

Mr. Payne: Mr. Chairman, my grievance is as follows. Fundamental to the discharge of our responsibilities in this chamber, is our ability to be heard in this chamber. On occasion I have found that I have been faced with a list which is held—

The Chairman: Order. Will the hon. member resume his seat?

Mr. Payne: Yes.

The Chairman: The question which the hon. member is now discussing has nothing to do with the estimates before the committee. As I indicated previously, I do not think there is a question of privilege. I would therefore ask the hon. member to discuss the estimates of the Department of Transport at this time and not to refer to the question which has been disposed of by the decision of the committee.

Mr. Payne: Mr. Chairman, I understood you wished me at this time to discuss the point of privilege which—

The Chairman: No; I think the hon. member misunderstood me. The committee has decided that the hon. member may now speak on the estimates which are before the committee. The hon. member has the floor but he has it for the purpose of participating in the present debate and not for the purpose of discussing the question of privilege or the matter which I indicated was not a question of privilege in any way.

[The Chairman.]

Mr. Payne: I wish to thank you, Mr. Chairman, and the members of the committee for the consideration I have received. I will not go further and enlarge upon the reasons why I imposed on the committee in this way. I am indeed grateful for this consideration.

The main subject for discussion, as far as my remarks are concerned at this time, has to do with the port of Vancouver. The reason for discussing that subject on item No. 1 is to be found in the limitations that exist surrounding the terms of and the regulations under the National Harbours Act.

At the outset I should like to say that my congratulations go to the minister in his new portfolio. I would point out that his predecessor has given tremendous co-operation with regard to the bringing into effect of a new policy in the general area of the port of Vancouver. It is with great regret that we have seen the former vice chairman, namely Mr. Robert Rankin, leave the national harbours board and take a new and extremely important role as president of the St. Lawrence seaway authority. I say that most sincerely, because Mr. Rankin took an intimate and personal interest in the problems which I will now discuss. As a result of his replacement by Mr. Howard Mann may I say we look forward with pleasure to an association that will develop. I am sure that Mr. Mann is an able and capable individual, and that he will follow up the great work done by Mr. Rankin.

I have discussed the port of Vancouver on a number of occasions and in a good deal of detail both at this session and at previous sessions of this parliament. The great need of our port, the great lack that had developed through no planning over the years has become greatly apparent in the past few months with the sale of large tonnages of grain to the Orient.

It is rather interesting to note that most of the problems inherent in grain handling and the large shipment commitments to mainland China developed not from lack of loading space, as it is popularly thought, and to which the problem is usually credited, but rather through inefficient arrangements surrounding the port and quite beyond the authority of the national harbours board. When the Minister of Agriculture returns from his current visit to the west coast, where he has been investigating the handling of grain, I am quite sure he will confirm the suspicion he has held in this regard.

With respect to this great natural facility there is no liaison, no control factor or no management to administer and control the movement of rail traffic. No plans have been laid for many years to make available access