

Supply—Transport

This boat is equipped to carry 250 passengers, with staterooms of the most palatial kind. It is equipped to carry scores of automobiles on automobile decks. What is she doing? She is cruising back and forth presumably, Mr. Chairman, if she has not broken her propellers or had some other mishap like the *Bluenose*, between North Sydney and Argentia carrying a few hundred tons of freight. Her passenger accommodation is empty. Her 250 staterooms are empty and gloomy and the automobile decks are also empty and gloomy.

Those who come from the sea remember the story of the *Marie Celeste*, a ship that was found drifting with her sails set and fully equipped but without a living soul on board. Something had happened to the passengers and something had happened to the crew. They had all disappeared. The *William Carson*, Mr. Chairman, is the *Marie Celeste* of the Department of Transport and make no mistake about that. It is all very well for us to laugh, but if anyone ever read this in any of the comic books he would never believe it. No one could ever conceive that such a thing could happen, even with a government that is as old and decrepit as this government. You would not think such a thing could happen.

Mr. McCann: You are just a kid.

Mr. Nowlan: Here you have this palatial liner, which cost twice as much as it should and which every expert in Newfoundland, every mariner on the Atlantic coast advised against, running back and forth carrying a little freight to Argentia. It would be a lot better for the department to put her in the mothball fleet like the royal navy does and charter a couple of small freighters. They would be able to carry just as much freight back and forth, and do it as efficiently as this white elephant.

I could go on, but I see it is almost five o'clock and this debate must stop. Two years ago in reply to a question by the hon. member for Vancouver-Quadra about experts, the Minister of Transport said—and I am only paraphrasing—the Department of Transport had the best experts in the world. Referring to this ferry he said it was a combined land and sea operation, and that was why there were experts from the Department of Transport to look after this matter. Then last year we were told that not only did we have experts in the Department of Transport, but we had experts from the Department of Public Works and experts from the Canadian National. All these experts got together, and do you know what they finally did? On September 24 a press conference was held by

[Mr. Nowlan.]

the Minister of Transport, the Minister of Public Works and that lineal descendant of John Sebastian Cabot who first discovered Newfoundland, the Minister of Citizenship and Immigration. They gave out a statement in which they said they had consulted this British expert whose name was R. D. Gwyther. The press report went on to say this:

Great was the satisfaction of the ministers that the British expert had confirmed their belief that the dredging operations at Port aux Basques had not ruined the harbour.

Is it not wonderful? We have the experts from the Canadian National, the experts from public works and the experts from transport, and they bring in an expert from Great Britain who says, "Thank God, boys, you did not entirely ruin the harbour but you spent \$23 million".

Mr. Marler: I would say that was a very liberal paraphrase, Mr. Chairman.

The Chairman: Order; it is five o'clock. Shall I rise and report progress?

Item stands.

Progress reported.

PRIVATE BILLS**QUEBEC NORTH SHORE AND LABRADOR RAILWAY COMPANY**

The house in committee on Bill No. 148, respecting Quebec North Shore and Labrador Railway Company—Mr. Brisson—Mr. Applewhite in the chair.

The Deputy Chairman: This bill comes to us from the standing committee on railways, canals and telegraph lines.

On clause 1—*Extension of time for completion of line.*

Mr. Green: This bill is entitled an act respecting Quebec North Shore and Labrador Railway Company. In the year 1947 this house passed a private bill incorporating that company, and it was set up as a subsidiary of the Iron Ore Company of Canada. The act passed at that time gave the company the power to construct a railway from Seven Islands on the north shore of the lower St. Lawrence up into the iron ore deposits where the boundaries of Labrador and Quebec meet. In addition it gave the company power to extend that railway right through to Ungava bay.

The charter is one containing very wide powers. For example, the company was given the right to generate electric power, to operate telegraph and telephone systems, to operate vessels, construct hotels, to establish and operate a motor vehicle service, and even to construct pipe lines. In addition, the company was given the right to acquire, own,