

Transport Act

west coast, to Hudson bay, to the east coast of Canada and to the lower reaches of the St. Lawrence river. In other words, what we are looking at here is not a section of the act in respect of the control of shipping which relates to seaborne craft at all. The section is specifically designed to cover lake vessels and the upper St. Lawrence reaches and in no way at all relates to traffic on the west coast, the east coast or in any of the salt waters surrounding Canada. I think this should be made perfectly clear as we consider this act which specifically relates to traffic on the great lakes, on the upper St. Lawrence regions and in no way relates to traffic on the British Columbia coast.

I want to move on a little bit to consider for a moment the changing nature of services on the west coast. My friend will remember that his area was at one time served by the old *Princess Alberni*, which called at his port and at other ports up the coast along the west coast of Vancouver island. A number of years ago this old vessel was suspended from service, I believe, and is probably running guns into Cyprus today or performing some other useful task. It is also true that about the time when this service was suspended a road was driven through from Port Alberni and people can now, for the first time go through to the Pacific ocean, even if they are not going on some business for the McMillan, Bloedel Company.

Mr. Barnett: Only if you are going at night or on week ends.

Mr. Deachman: I realize that the service is still not on a day to day basis; nevertheless my hon. friend has the privilege of representing a riding which has a road in it and now, for the first time, passenger cars and private individuals are enabled to travel out to the Pacific ocean. This is the only road in Canada that takes you to the Pacific ocean. The rest of us only reach the inside passage. One of the things that the withdrawal of these old vessels has accomplished, as new methods of transportation, has been the construction of a growing shift in the roadways which now reach out to the Pacific coast.

I suggest that if we had protected these old vessels by legislation, this new system of transport which now enables people to move freely in and out of Port Alberni would not be available now. I want to cite a further instance. The government of British Columbia, for which I hold no brief has done a rather excellent job in improving ferry services. This new ferry service to Vancouver Island, connecting with the riding of my hon. friend, has replaced the ancient and creaking machinery of the Canadian Pacific which formerly took

[Mr. Deachman.]

a long time to render service to him and to the people of his riding. I suggest it was the competitive spirit of the people living on the coast and in British Columbia which felt that that was necessary to improve upon the facilities serving my hon. friend's riding.

Had the hon. member been able to get his bill through a few years ago, the cloak of protection would have been cast around the shaking shoulders of the old Canadian Pacific. These ancient vessels would still be plying back and forth across the Georgia strait. We would all be cursing and gnashing our teeth, wishing for something better, and talking about building tunnels and bridges. Instead of that, local competition has built new and good services. I suggest that we let her rip, my friend; let these people fight it out and provide better services. Put your faith in free enterprise. Turn your back upon socialism and march forward to victory.

Mr. Ron. Basford (Vancouver-Burrard): I enjoyed listening to the hon. member for Comox-Alberni (Mr. Barnett) explaining his bill, partly because I have certain connections with his riding. When I heard him discuss the early shipping in his riding, I was reminded of the fact I had the good fortune to graduate from one of the leading high schools in his riding which used to return an independent Liberal to this house.

Mr. Knowles: That is not what he called himself.

Mr. Basford: I am sorry to see that the riding of Comox-Alberni has fallen into such a bad way.

I enjoyed listening to my colleague, the hon. member for Vancouver Quadra (Mr. Deachman) conduct his spirited examination of the provisions of this bill. I particularly enjoyed his references to the area of the hon. member's riding and the west coast of Vancouver Island. I well know how dependant it has been upon coastal shipping. I considered that before debating this bill I should look at the explanatory notes to determine exactly what the hon. member wanted to do. Normally one can look at the explanatory notes of a bill to determine exactly what is intended and why it would be a good thing to pass the bill. But I find that these explanatory notes are rather sketchy and really do not set out what the bill is intended to do at all. They simply say:

The principle of this bill is one that is recognized by parliament: namely, that public convenience and necessity may require public carriers of goods and passengers to be regulated.

It does not go on to state exactly what form the regulations will take.