

## Supply—Transport

These were not the promises which were made when this service was first instituted. Then of course there is the question of the final cost of this boat, which the minister can give us when we are discussing the details of his department. So much for the moment for the *Bluenose* which somewhere, somehow, some day, we hope will resume operations between Yarmouth and Bar Harbor.

Incidentally, when the minister deals with this matter I should like him to tell the committee whether the damage to the *Bluenose* was occasioned by the fact that they did not put fenders around the pier at Yarmouth because they did not plan to start operations this winter. That at least is the report from those who are familiar with the situation, that all you had at Yarmouth was a cement pile, this pier out there in midstream, and that is why we had damage to those two propellers; that the fenders should have been installed before the boat was put into operation. That is another question which can be determined when we come to the details.

Certainly nothing could have been more unsatisfactory than the statement which was reported to have been made by the minister to the press; I refer to the *Halifax Herald*. No quotes were used, but the statement was to the effect that they were not sure whether the damage to the propellers was done by a collision with the pier at Yarmouth or by collision with the pier at Bar Harbor or a collision with some submerged object in midstream. The captain and crew of the *Bluenose* are able and experienced seamen. No boat could suffer damage such as that without the captain and the crew knowing fairly well where it happened, and you would not be as indefinite in your description as the statement which was reported to have been given by the minister to the *Halifax Herald* in explaining how this damage occurred.

So much for transportation in the western part of the province. I turn for a moment to transportation in the eastern part and the other ferry service, the *William Carson*, which was to operate between North Sydney and Port aux Basques. The minister discussed that matter fully when we discussed his estimates in July of last year. Without going into the details I simply want to repeat again the information he gave us that day. The minister said he estimated, or that his departmental officials estimated, that when the *William Carson* was completed the cost would be \$11,500,000. He also said at that time that he never could find out where anyone had ever suggested that the estimated cost would be less than \$7 million, because he said that was not the original estimate supplied by his departmental officials. If the minister will

look at *Hansard* of May 16, 1952, he will find that his predecessor in office told this committee that the cost of the *William Carson* would be \$6 million. Then it went up to \$7 million, to \$7,500,000 and finally we were told last July it would cost \$11,500,000. I should like to know whether or not that includes all the costs, or whether the Canadian National is also making a further contribution.

I wonder how much more is to be expended in so far as the harbours are concerned. How much more is to be paid for dredging; how much more for harbour construction? How much more is to be paid for the experts who have been brought in for consultation? Then, Mr. Chairman, in dealing with the *William Carson*, one must not forget the containers piled in a field at North Sydney. This winter we had the heaviest snowstorm we have had in a hundred years. We have had over 100 inches of snowfall on the level this winter. I wonder if these aluminum containers are heavy enough to maintain that weight of snow. A year ago we found out, for some reason which I cannot understand but apparently there was a reason for it, that in order to equip the *William Carson* the department built 500 aluminium containers in which to move the freight. These containers cost almost \$1,000 each, and for over 2½ years they have been piled in a field near North Sydney. These containers cost approximately \$500,000, and whether or not that is part of the \$7,500,000 expenditure I do not know.

In any event, Mr. Chairman, including the expenditures on the vessel itself, on the harbour at North Sydney and on the harbour and dredging at Port aux Basques, last July the minister estimated that the total expenditure on this project would be \$21,760,000. Here we have an expenditure of \$21,760,000 to operate a ferry between North Sydney and Port aux Basques. Where is that ferry now? It is a beautiful boat.

**An hon. Member:** Who knows?

**Mr. Nowlan:** We do not know where the *Bluenose* is, but at least we have some idea, I hope, as to where the *William Carson* is. This boat was named after William Carson. I looked up the encyclopaedia this morning and learned that although he was not one of Newfoundland's sons, he was a distinguished man who came to Newfoundland and made a tremendous contribution to that province in the early part of the 19th century. I can tell you this, that he would find it a lot easier to get to Newfoundland in the days when he came there than he would today if he had to travel on the *William Carson*.